MICROFILM

START OF ROLL

ROLL NO. 33

CONSTRUCTION
CONTRACTS

Begins With: Contract # 2172

CONTRACT #2172

FA 191-E(1) Mills Bridge Sec., Wilson 1939
River Hwy.

2172

FAP 191-E

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
NOV 24 1939
STATE HIGHWAY COMMISSION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 21, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 191-E, Mills Bridge Section of Wilson River Highway ________, was made by a representative of this office on November 15, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Senior Highway Engineer.

2172

Form E-30—Revised—25M—8-30

191-E-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1939

Subject: **Mills Bridge**

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

This is to inform you that the Jacobsen-Jensen Company, contractor on the Mills Bridge project, contract number 2172, completed work on November 14, 1939. Will you please secure authority from the Commission to pay the final estimate on this job.

An extension of time will not be required, as the work was completed within the time specified in the contract.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE 11/21/39
Secretary

FAP 191-E-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 3 - 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 191-E (1)
Mills Bridge Section
Wilson River Highway

POST OFFICE BUILDING
PORTLAND, OREGON

September 30, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Sr. Highway Engineer

Encls.

Wayne-1875

Form P. R. 2

State Oregon

Federal Aid Project No. 191-E(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of August, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of December, 1932, a project statement, which was approved by the Secretary on the 9th day of January, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E(1) of said project which were recommended for approval by the United States District Engineer on the 22d day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of forty-three thousand, one hundred eighty and 00/100 dollars ($43,180.00) as the share of the United States payable under said act on account of Section E(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from Chap. 175, : laws 1917; Chap. 31, laws 1920.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 279+50 and survey station 292+10, at the west end of Section A of said project, all in the NW 1/4, Section 24, T. 1 S., R. 9 W., W. M.**, length **0.238 of a** mile~~s~~ in **Tillamook** County, being Section **E(1)** of **Oregon Federal Aid** project No. **191**, consisting of **0.166 of a** mile~~s~~ of roadway and **one** bridge~~s, each~~ of more than 20 feet clear span, **0.072** of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6518

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of forty-three thousand, one hundred eighty and 00/100 dollars ($43,180.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-one thousand, nine hundred fifty-four and 00/100 dollars ($71,954.00), the approved total estimated cost of Section E(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of SEP 18 1939, 19-----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ----------

Member, State Highway Commission
(Title of officer)

By ----------

(Title of officer)

By ----------

(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~,

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of SEP 18 1939, 19-----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ----------

Member, State Highway Commission
(Title of officer)

By ----------

(Title of officer)

By ----------

(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~,

By H. J. O'Leary
~~Chief, Bureau of Public Roads.~~

U. S. GOVERNMENT PRINTING OFFICE 8—5512

Acting Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 191-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 71,954.00 as the total estimated cost of said project, and the sum of $ 43,180.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 18 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture~~,

By ______
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 3—4060

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

Form E-1--5M--3-39

191-E-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 26th, 1939

Section Mills Bridge

Kind of work bridge, grading & surf & oil approaches

Highway Wilson River

Section prefix 29-1027 FAP 191-E-1

Contractor Jacobsen & Jensen

Contract number 2172

Date of contract ...., 193...

Date of completion ...., 193...

Date work started ...., 193...

Estimated date of completion ...., 193...

Amount of contract $ 67552.50

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering ....

Per cent of contract completed, based on total contract price ....%

Engineering cost to date, $........, ...%

Date project was completed ...., 193...

NOTED
RAY WEBBER

RECEIVED
AUG 28 1939
DIV'L ENGINEER
DIVISION NO. 2

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Met Mr VanScoy at the bridge Tuesday and evidently there had been a complaint that the contractor was not getting enough engineering service. We went over the entire project and found at least one stake at each plus 50 and station. Some of them had had to be set above grade as the excavation was not down enough when the stakes were set. These stakes were marked with the cut. There were plenty of stakes for an experienced superintendent or foreman to finish by. The party set any missing stakes that day and we have kept one of the party, R.F.Courson, materials inspector, there since then pegging down grades, inspecting base, finishing, rolling etc as well as checking rock. An inspector arrived from Salem or Albany on Tuesday but had had no experience and he could not relieve Mr Parsons of any of the work. It handicaps us some on other work but only an experienced man could handle the job as the contractors superintendent knows nothing about it and seeminly does not intend to do a reasonably good job. Lack of steel held up grading for about ten days and he seems to think that we should accept any kind of grading job so that he can get done.

Gravel sub base and base course deliveries started Wednesday and all was covered that he had finished and even then we had to do without rolling the grade. Roller got started about ten oclock Wednesday and then broke down for a couple of hours. Some drilling and shooti was done Wednesday night. Mr Dolan who is furnishing the gravel says that he can put out 200 yards per day with his plant and that he will put Mr Comptons shovel on the bar and get 300 yards per day more if the grade is ready to receive it. There is 1700 yards of base . The grading should all be done by the middle of the week. It may be advisable for Dolan to get to crushing for top and get out base with the shovel.

Mr Davis from the J.C.Compton Co was in and looked over the job for a couple of days and is watching it to see when to order Gasco.

Travel was put through on the South half of the road and South approach on a full lift of base gravel on Saturday morring, travel got on the above Friday but some gravel was to be taken up and more dirt taken out.

Think that all speed is being made now that can be and everything will be pushed to get the oil down as soon as possible.

NOTED

Signed J.H.Scott

Address Nehalem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUL 20 1939
STATE HIGH

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 191-E (1)
Mills Bridge Section
Wilson River Highway

July 19, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By J. Caufield
D. J. Caufield
Highway Engineer

T. to – 7/21

RECEIVED
JUL 5 1939
FOR FILING

III-2-1

July 3, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 28, 1939, we are sending, under separate cover, two blueprint copies of the title sheet for the Mills Bridge Section, Project No. 191-E (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

RECEIVED
JUN 29 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 28, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you please furnish us with two extra title sheets for Oregon Federal Aid Project No. 191-E (1), the Mills Bridge Section of the Wilson River Highway?

Very truly yours,

W. H. LYNCH,
District Engineer

By F. E. Andrews
F. E. Andrews,
Senior Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING

FA 191-E-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Mills Bridge Section, Project No. FA 191-E (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 191-B(1)

MILLS BRIDGE SECTION OF THE

WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 5, 1939

Roadway (Sta. 272+50 to 292+10)

All Required		Clearing and Grubbing	$ - -	$ 586.00
40	sq. ft.	Falling Danger Trees	1.20	48.00
100	cu. yds.	Trench Excavation	1.00	100.00
14,500	cu. yds.	Excavation, Single Classif.	.22	3,190.00
500	lin. ft.	Rounding Cutbanks	.10	50.00
450	lin. ft.	8" Perforated Concrete Pipe	.35	157.50
90	lin. ft.	12" Concrete Pipe	.90	81.00
110	lin. ft.	18" Concrete Pipe	1.50	165.00
36	cu. yds.	Rock Backfill in Drains	3.00	108.00
1,200	cu. yds.	6" - 0" Material in Surfacing	.60	720.00
300	cu. yds.	1½" - 0" Material in Surfacing	1.00	300.00
150	cu. yds.	Filler	.40	60.00
150	yd. mi.	Hauling Filler	.20	30.00
80	M-gal.	Sprinkling	2.00	160.00
0.17	mile	Preparation of Base	200.00	34.00
110	cu. yds.	Mineral Aggregate in Place	4.00	440.00
16	tons	Tar in Place	25.00	400.00
			Subtotal	$ 6,629
			10% Engr. & Cont.	662
			Total	$ 7,291

Bridge (Sta. 288+25 to Sta. 292+05)

700	cu. yds.	Structural Excavation	$ 2.00	$ 1,400.00
50	cu. yds.	Structural Excavation Below Plans	10.00	500.00
310	cu. yds.	Class "D" Concrete in Superstructure	29.50	9,145.00
300	cu. yds.	Class "D" Concrete in Substructure	20.00	6,000.00
82,000	lbs.	Metal Reinforcement	.04	3,280.00
440,000	lbs.	Structural Steel	.074	32,560.00
780	lin. ft.	Metal Handrail	5.00	3,900.00
All Required		Remove Old Bridge and Maint. Traffic		2,000.00
			Subtotal	$ 58,785
			10% Engr. & Cont.	5,878
			Total	$ 64,663

Length of Roadway	0.166 mile
Length of Bridge	0.072 mile
Total Length	0.238 mile
Cost per mile, Roadway	$ 43,921

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 7,291	$ 4,375	$ 2,916
Bridge	64,663	38,805	25,858
	$ 71,954	$ 43,180	$ 28,774

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 1 - 1939
FOR FILING

7A-1-E-L

April 26, 1939

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2172 which was awarded to Jacobsen-Jensen Company on April 7, 1939, for construction of a bridge over Wilson River on the Wilson River Highway, in Tillamook County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JM:AM

Secretary

RECEIVED
MAY 1 - 1939
FOR [illegible]

7a-1-E-1

April 26, 1939

Jacobsen-Jensen Company
517 N. E. Stanton
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2172 which was awarded to you on April 7, 1939, for construction of a bridge over Wilson River on the Wilson River Highway, in Tillamook County. This is for your records and files.

Very truly yours,

Secretary

JM:AM

#2172

RECEIVED
APR 28 1939
FOR FILING

7a 191-E-1

April 26, 1939

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Attention Mr. Fred C. Reed

Gentlemen:

This is to acknowledge your letter of April 22, enclosing assignment executed by Jacobsen-Jensen Company, in which all sums due or to become due in connection with their contract No. 2172 for the construction of a bridge over Wilson River, in Tillamook County, are assigned to the Great American Indemnity Company.

We will endeavor to comply with the terms of the assignment and have the warrants drawn in accordance therewith and mailed to your Portland office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Jacobsen-Jensen Company

assignment filed in contract #2172

#2172

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

PACIFIC DEPARTMENT

Great American
Indemnity Company
New York

[illegible] KOOP
PRESIDENT

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS - FRED C. REED
GENERAL AGENTS
412 FAILING BUILDING

PORTLAND, OREGON

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

RECEIVED
APR 24 1939
OREGON
STATE HIGHWAY COMMISSION

April 22, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Re: Contract No. 2172
Jacobsen-Jensen Company

Gentlemen:

We are enclosing herewith assignment executed by the above contracting firm, the purpose of which is to arrange for the payment of estimates arising from this particular contract to be made to this office.

Will you kindly acknowledge receipt of this letter?

Very truly yours,

GREAT AMERICAN INDEMNITY COMPANY

By Fred C. Reed

FCR/bs
Enc.

noted aaw 4/25/39

CARL F. SMITH
AUDITOR

39 191-8-1

April 14, 1939

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are returning to you by express the four copies of the contract which was awarded to you on April 7 by the Highway Commission for the construction of a bridge over Wilson River on the Wilson River Highway, in Tillamook County.

You will please note that the secretary of your corporation has failed to sign the agreement and bond of this contract. Please have all four copies signed by your secretary and return them to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
APR 11

71-191-E-1

April 10, 1939

JACOBSEN-JENSEN COMPANY
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2172 which was awarded to you on April 7, 1939, by the State Highway Commission, covering the construction of a bridge over Wilson River on the Wilson River Highway, near Tillamook, in Tillamook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages and relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Bridge Department

RECEIVED
APR 10

April 8, 1939

Jacobsen-Jensen Co.
517 N. E. Stanton St.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 7, 1939, awarded you the contract for construction of a bridge over the Wilson River and grading, surfacing and oiling approaches thereto on the Mills Bridge Section of the Wilson River Highway, in Tillamook County. This award was based on your low bid of $67,552.50, using tar, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 1 1939

APR 10 1939

FA-191-E-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 191-E (1), the Mills Bridge section of the Wilson River Highway, to Jacobsen & Jensen, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 1 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FA 191-E-1

RECEIVED
MAR 24 1939
OREGON
STATE HIGHWAY COMMISSION

March 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S.& E. documents for Oregon Federal Aid Project No. 191-E (1), Mills Bridge Section of the Wilson River Highway, have been examined in this office and are today being recommended for approval subject to final review and approval by the Chief of the Bureau. This is your authority to to advertise.

Concurrence in award must be withheld pending receipt of a statement that all right of way has been secured as required by General Administrative Memorandum No. 68.

Items 17 and 18 in the proposal are to be corrected as covered in our conversation with Mr. Chase on March 21. This also applies to the unit price of the item of "Excavation below Elevation Shown" in the estimate. Both changes were made in the papers in this office.

Very truly yours,

W. H. LYNCH,
District Engineer

By F. E. Andrews

F. E. Andrews,
Senior Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING

FA-191-E-1

March 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement for the Mill Bridge Section, Project No. FA 191-E (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 191-E (1)

MILLS BRIDGE SECTION OF THE WILSON RIVER HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 18, 1939

Roadway (Sta. 272+50 to 292+10)

All Required		Clearing and Grubbing		$ 150.00
40	sq. ft.	Felling Danger Trees	$ 1.00	40.00
100	cu. yds.	Trench Excavation	1.00	100.00
14,500	cu. yds.	Excavation, Single Classif.	.30	4,350.00
500	lin. ft.	Rounding Cutbanks	.10	50.00
450	lin. ft.	8" Perforated Concrete Pipe	.80	360.00
90	lin. ft.	12" Concrete Pipe	1.00	90.00
110	lin. ft.	18" Concrete Pipe	2.00	220.00
36	cu. yds.	Rock Backfill in Drains	2.00	72.00
1,200	cu. yds.	6" - 0" Material in Surfacing	.60	720.00
300	cu. yds.	1½" - 0" Material in Surfacing	1.15	345.00
150	cu. yds.	Filler	.40	60.00
150	yd. mi.	Hauling Filler	.20	30.00
80	M-gal.	Sprinkling	1.50	120.00
0.17	mile	Preparation of Base	100.00	17.00
110	cu. yds.	Mineral Aggregate in Place	4.00	440.00
6	tons	RC-3 Asphalt in Binder Course and Seal Coat	40.00	240.00
8	tons	SC-6 Road Oil in Place	40.00	320.00
16	tons	Tar in Place	35.00	(Alternate)

Subtotal	$ 7,724
10% Engr. & Cont.	772
Total	$ 8,496

Bridge (Sta. 288+25 to Sta. 292+05)

700	cu. yds.	Structural Excavation	$ 5.00	$ 3,500.00
50	cu. yds.	Structural Excavation Below Plans	4 ~~8.00~~	200.00
310	cu. yds.	Class "D" Concrete in Superstructure	24.00	7,440.00
300	cu. yds.	Class "D" Concrete in Substructure	24.00	7,200.00
82,000	lbs.	Metal Reinforcement	.05	4,100.00

440,000 lbs.	Structural Steel	$ .0725	$ 31,900.00
780 lin. ft.	Metal Handrail	5.00	3,900.00
All Required	Remove Old Bridge and Maint. Traffic		3,500.00
	Subtotal		$ 61,740
	10% Engr. & Cont.		6,174
	Total		$ 67,914

Length of Roadway 0.166 mile
Length of Bridge 0.072 mile
Total Length 0.238 mile
Cost per mile, Roadway $ 51,180

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	F.A. Funds	State Funds
Roadway	$ 8,496	$ 5,104	$ 3,392
Bridge	67,914	40,796	27,118
	$ 76,410	$ 45,900	$ 30,510

MILL CREEK BRIDGE SECTION

PROJECT NO. 191-E (1)

While negotiations for right of way are in progress, some two parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 15 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 18, 1938

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

February 24, 1939

IN REPLY PLEASE
REFER TO FILE NO.

[illegible]
Bridge

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions, estimate, map and profile of the grading work involved in the approaches to the proposed new Wilson River Bridge, 4.6 miles east of Tillamook. This grading, rocking and oiling work will be part of the bridge contract, and it is more than likely that the bridge contractor would want to sublet this to someone more experienced and better equipped for this type of work. We have so provided in our specifications.

Ex-judge Beltz of Tillamook County was in to see Mr. Baldock and also called on me with respect to this job a few days ago. He desires that the curve near Donaldson Creek, 1½ miles west of Mills Bridge, be widened in connection with this grading. I advised him that the project was a Federal Aid Project and that the grading involved was only that necessary to build the approaches and connect onto the present used road. We would have no borrow to make, and even so, we could not justify hauling material from a point that far away.

I agreed to meet him at some time and look over this point that he thinks is narrow and has poor sight distance, and make a report on same, so that a decision might be made as to the necessity of doing a betterment job with state forces.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock ✓

FORM 3-A-1 9M 9-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 31st, 1939

Mr. J. E. Scott
Resident Engineer
State Highway Department
Nehalem, Oregon

NOTED
O. R. McCullough

Dear Sir:

The Commission has authorized the construction of the Mills Bridge on the Wilson River Highway and the construction of approaches at each end. In order to design the bridge, the bridge department wishes to have a revised vicinity map, the new map to show the following:

1. New grade and contours at the east end.
2. The location of the main piers of the present bridge.
3. The approach on the east end.

Under separate cover we are sending you the detail vicinity map which was sent in in 1932 and the profile tracing, Tillamook-Fox Creek Section.

The vicinity map should be made up and sent in at your earliest convenience in order that the design of the structure can be started as soon as possible. We also wish to have a new profile for the approaches. On the west end we wish to connect with the old road as soon as possible. In no event should the grading, surfacing and oiling of the approaches exceed $10,000. The grade line for the bridge on the vicinity map was a camber, and the bridge department requests that a level grade be used.

Please return the old profile and vicinity map with the new data.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low/R

cc to: R. H. Baldock
F. D. Eason

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED FOR FILING

January 27th, 1939

Mr. F. [illegible]. Eason
Di[illegible] Engineer
[illegible]

Dear Sir:

The Commission authorized the rebuilding of the Mills Bridge on the Wilson River Highway on permanent alignment. It will, therefore, be necessary to do from $5,000 to $10,000 worth of grading, surfacing and oiling on the ends in order to tie the bridge into the permanent line on the east and to the temporary road on the west.

Will you kindly prepare the necessary plans and specifications for this grading work in order that it may be contracted with the bridge.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
C. B. McCullough

CONTRACT# [redacted] 2173

FAS 23-B(1) Scotch Creek-Castor Ranch Sec.
2173 Hurricane Creek County Road 1939

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[illegible] 22nd, 1940

COST ANALYSIS - FINAL REPORT
Hurricane Creek County Road, Scotch Creek-Castor Ranch Section
Contract 2173 Prefix 232-1007
Rogers Construction Co., Contractors
V. H. Coffey, Resident Engineer

FAS 23 - B-1

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$160.00				$500.00
Trench Excavation	225.76	282.2 cu. yd.	0.80	1.00	282.20
Excavation, Single Class	1,063.06	3,221.4 " "	0.33	0.35	1,127.49
Special Borrow	3,035.31	10,149 " "	0.30	0.35	3,552.15
Hauling Special Borrow	1,448.30	7,241.5 yd. mi.	0.20	0.15	1,086.23
Overhaul	26.53	530.5 yd. sta.	0.05	0.05	26.53
Finishing Roadbed & Slopes	500.00	2 Miles	250.00	200.00	400.00
18" Corr. Iron Pipe	37.20	24 lin. ft.	1.55	2.20	52.80
12" Concrete Pipe	232.29	267 " "	0.87	0.96	256.32
24" " "	460.20	177 " "	2.60	4.00	708.00
Salvaging Culvert Pipe	69.30	126 " "	0.55	1.50	189.00
Class "A" Concrete	807.58	26.22 cu. yd.	30.80	35.00	917.70
Metal Reinforcement	118.23	1,689 lbs.	0.07	0.08	135.12
Gravel Subbase	2,500.76	6,085 cu. yd.	0.41	0.35	2,129.75
Hauling "	962.55	5,347.5 yd. mi.	0.18	0.10	534.75
Crushed Gravel Base	2,580.00	1,500 cu. yd.	1.72	1.32	1,980.00
Sprinkling	321.90	222 M-Gal.	1.45	2.00	444.00
Preparation of Base	311.55	2.01 Miles	155.00	150.00	301.50
Mineral Aggregate in Place	3,745.40	1,220 cu. yd.	3.07	2.75	3,355.00
SC-6 Road Oil in Place	1,723.54	66.29 Tons	26.00	28.00	1,856.12
Emuls. Asph. in Seal Coat	824.60	26.6 Tons	31.00	30.00	798.00
3/4"-1/2" Cr. Gravel in S.P.	1,615.22	967.2 cu. yd.	1.67	1.23	1,189.66
1/2"-1/4" " " " "	961.25	575.6 " "	1.67	1.23	707.99
1/4"-10 Mesh Cr. Gr. in S.P.	641.78	384.3 cu. yd.	1.67	1.20	461.16
Hauling Crushed Gravel	501.82	3,584.4 yd. mi.	0.14	0.15	537.66

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Screen Rejections	$31.48	125.9 cu. yd.	0.25	0.25	$31.48
Hauling "	25.68	171.2 yd. mi.	0.15	0.15	25.68
PA #1, 24" Corr. Iron Siphon Pipe	322.86	116 lin. ft.	2.78	3.10	359.60
Force Account	17.80				17.80
Deduction - Cement Adjustment - Favor of State		3.5 Bbl.		4.40	- 15.40
	$25,271.95				$23,948.29

Total Cost	$25,271.95
Gross Revenue	23,948.29
Net Loss	$1,323.66

Net Loss Equals 5.5% of Gross Revenue

Scotch Creek-Castor Ranch Section

Detail of Cost

Labor:

Supervision		$753.20	
Labor		7,369.64	
State Industrial Accident Insurance		243.69	
Social Security & Unemployment Insurance		324.91	$8,691.44

Materials:

12" Concrete Pipe	39 lin. ft. at $0.60	$23.40	
24" Corr. Iron Siph. Pipe	116 " " " 2.10	243.60	
24" " " " " Bands	3 each " 2.50	7.50	274.50

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		$5,563.00	
Truck Rental (Does not include labor, gas etc.)		289.69	
Gas, Oil and Grease		3,059.94	
Small Tools, Supplies & Misc.		1,082.40	
Misc. & Overhead Expense		173.74	
Move In Expense		400.00	
Bond - 1% of Gross Revenue		239.48	
Home Office Expense - 1% of Gross Revenue		239.48	11,047.73

Sub-Contract:

Clear & Grub		$150.00	
Trench Excavation	282.2 cu. yd. at $0.75	211.65	
Excavation, Single Class	3,221.4 " " " 0.30	966.42	
Overhaul	530.5 yd. sta. at 0.04	21.22	
12" Concrete Pipe	228 lin. ft. " 0.78	177.84	
24" " "	177 " " " 2.36	417.72	
18" Corr. Iron Pipe	24 " " " 1.41	33.84	
Install 24" Corr. Iron Siphon Pipe	116 " " " 0.36	41.76	
Salvage Culvert Pipe	126 " " " 0.27	34.29	
Class "A" Concrete	26.22 cu. yd. at 28.00	734.16	
Metal Reinforcement	1,689 lbs. " 0.06	101.34	
Less Wages Paid by Rogers Const. Co.		- 1,213.10	1,677.14

Sub-Contract:

Place Mineral Aggregate	1,220 cu. yd. at $1.25	$1,525.00	
SC-6 Road Oil	66.29 Tons " 25.00	1,657.75	
Emuls. Asph. in Seal Coat	26.6 " " 30.00	798.00	
Preparation of Base	2.1 Miles at 150.00	301.50	
Less Wages Paid by Rogers Const. Co.		- 701.11	3,581.14
			$25,271.95

Scoth Creek-Castor Ranch Section

REMARKS:

This contract consisted of the grading, surfacing and oiling of 2 miles of roadway. It was bid April 7th, 1939; work was started May 29th and finished September 18th, 1939.

The excavation, pipe and concrete items were sublet to J. C. Thonney and the oiling to Norris Bros.

The special borrow was obtained from gravel pit designated as source of materials for crushed rock. Most of the yardage consisted of pit-run while a small portion was taken from scalped 3" - 0 gravel in crusher plant bunkers. The scalped material was also used for rock subbase.

Due to the hard and excessive abrasive character of the gravel, the crushing plant production was very low, which consequently resulted in high unit costs.

The average hauls for all of the materials moved on this contract were somewhat short, which contributed to the high costs shown.

This contract consisted of a large number of bid items of small quantities, and a lot of different types of equipment was used. In view of this the contract was bid quite low.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

OK OK.

FAS 33-B-1

November 27, 1939

United Pacific Insurance Company,
Martha L. Rodeback, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2178, for the construction of the Scotts Creek-Castor Ranch Section of the Hurricane Creek County Road in Wallowa County, has been completed by the contractors, Rogers Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 7, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $25,948.29. Of this amount $17.80 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 23-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

October 17, 1939

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of FAS 23-B (1), Scotch Creek-Castor Ranch Section, Hurricane Creek Road, was made by a representative of this office on September 21, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Senior Highway Engineer.

JO

FAS 25-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of FAS 25-A (1), Falls City-Fern Corner Section, Falls City Road ______, was made by a representative of this office on September 29, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

L J Caufield
L. J. Caufield,
Senior Highway Engineer.

RECEIVED
OCT 24 1939

#2173

FAS 23-B-1

October 23, 1939

United Pacific Insurance Company,
Martha L. Rodeback, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No. 2173, Scotch Creek-Castor Ranch Section of the Hurricane Creek County Road in Wallowa County. This payment will be made on or after November 2, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2173

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OCT 11 1939
FOR FILING

708 33-B-1

October 10, 1939

Union Oil Company of California,
Chronicle Building,
Spokane, Washington.

Attention: District Credit Supervisor.

Gentlemen:

Reference is made to your letter of October 6th concerning the Rogers Construction Company Contract No. 2173, Scotch Creek-Castor Ranch Section in Wallowa County.

You are advised that this contract was completed on September 18th, and has not yet been accepted nor has final payment been made.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

CHRONICLE BUILDING
SPOKANE, WASHINGTON

October 6,1939

RECEIVED
OCT 9 - 1939
STATE HIGHWAY COMMISSION

State of Oregon
Department of Highways
Salem, Oregon

Gentlemen:

Can you please tell us if State of Oregon Contract #2173 of which Rogers Construction Co. is the original contractor, has been completed up to the present time, and if so, the date of acceptance?

May I suggest that you just put your answer on the bottom of this letter and mail it back to us in the enclosed self-addressed envelope, which requires no stamp.

Thank you.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

District Credit Supervisor

TJF:VB
Encl.

F 18

FORM 401 SPO

RECEIVED
OCT 9 - 1939
FOR FILING

RECEIVED
OCT 9 1939

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 7, 1939

Subject: Request for extension of time
by Rogers Construction Co.
Scotch Creek-Castor Ranch Sec.

To:

Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

I am enclosing herewith request of Rogers Construction Co. for a three day extension of time from September 15 to September 18 on their contract No. 2173, Scotch Creek-Castor Ranch Section of the Hurricane Creek County Road in Wallowa County.

Attached to their letter of request is the consent of the surety company.

This section was ready for the final oil seal on September 12 and the final sealing work required only one day. Owing to rains which had occurred previous to September 12, we did not consider the oiled surface to be satisfactorily dried or cured for the final seal and did not permit beginning of the seal coat until the road had thoroughly dired. For this reason, the company did not complete within their time limit and I recommend that they be granted the three day extension of time without penalty.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc H. B. Glaisyer ✓

AIR MAIL

October 6, 1939

Oregon State Highway Commission
Salem, Oregon

Re: Federal Aid Secondary Project No. FAS 23-B (1)
Contract number 2173 - Rogers Construction Company, contractors
Our bond number 29372

Gentlemen:

It is our understanding that Rogers Construction Company, the captioned contractor, has made application for an extension of time for the completion of that contract to September 18, 1939.

The United Pacific Insurance Company, as surety on its captioned bond guaranteeing the completion of this contract, hereby joins in the request for an extension of time and agrees that such an extension will in no wise release the surety of liability on this bond.

Yesterday we forwarded you a letter agreeing to an extension to September 17th. This was due to a clerical error over which we had no control.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Joe Price

Joe Price, Attorney-in-Fact

JP:re

FAS 23-B-1

September 28, 1939

H. B. Glaisyer, Secretary

W. C. Williams, Division Engineer

Extension of time on Contract No. 2173

Reference is made to Rogers Construction Company contract, No. 2173, for grading, surfacing and oiling the Scotch Creek-Castor Ranch Section of the Hurricane Creek County Road, in Wallowa County.

The original date of completion of this contract was September 15, 1939, but we understand that it was not completed until several days after that time. Will you please arrange with the contractor to submit an application for an extension of time.

JH:AM

Form E-1—6M—3-30

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS 23-B-1

For Week Ending Sept. 23, 1939

Section Scotch Creek-Castor Ranch

Kind of work Grading, Surfacing & Oiling

Highway Hurricane Creek County Road

Section prefix 232-1007

Contractor Rogers Construction Co.

Contract number 2173

Date of contract April 7, 1939

Date of completion Sept. 15, 1939

Date work started May 29, 1939

Estimated date of completion Sept.18, 1939

Amount of contract $22,731.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $24,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1,750, 8 %

Date project was completed Sept. 18, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project completed Sept.18,1939

Sunday-Spread final seal today and oiled road approaches.

Monday-Contractor hauled to State owned stockpile site mineral aggregate not used in oiling operations. This section was turned over to Wallowa County for maintaining.

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

H. G. SMITH

RECEIVED
SEP 25 1939

Signed V.H.

Address Arlington, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.01	2.01	2.01	2.01	
Miles partially completed					
Miles completed					
Total estimated quantities	11,100	7,200 C.Y	2,000 C.Y	104 Tons	
Estimated quantities moved or placed to date	13,400	7,585	2,000	96	
Average daily quantities				22	
Average daily quantities necessary to complete project on time				0	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				15	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Wallowa COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5					4	9
Men and teams							
Men and trucks under 3 tons	1						1
Men and trucks over 3 tons	5						5
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

CEIVE
AUG 16 1939
HWY COMMISS

FAS [illegible] -A-1

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 23-B (1)
Scotch Creek-Castor Ranch
Hurricane Creek Road

August 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

Wa4 per-1266

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 23-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of July, 1939

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved by the Secretary on the 1st day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the United States District Engineer on the 23rd day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twelve thousand, nine hundred ninety and no/100 dollars ($12,990.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 188+90, at the south end of Section A(1) of said project in the SE 1/4, Section 23, T. 2 S., R. 44 E., W.M., and survey station 295+00 in the NE 1/4, Section 36, T. 2 S., R. 44 E., W.M.

, length 2.009 miles, in Wallowa County, being Section B(1) of Oregon Federal Aid Secondary project No. FAS 23, consisting of 2.009 miles of roadway and no bridges, each of more than 20 feet clear span.

[redacted]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the
terms "Secretary" or "Secretary of
Agriculture" appear [illegible]
clude or have reference [illegible]
Works Adm[illegible]
requires to conform to [illegible]
First Plan of Government [illegible]
under the Reorganization Act [illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of twelve thousand, nine hundred ninety and no/100 dollars ($12,990.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-one thousand, six hundred fifty-one and no/100 dollars ($21,651.00), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, Laws 1917, and Chap. 31, Laws 1920. (Include reference to statute authorizing funds and probable amount annually available)

JUL DISTRICT

RECEIVED DIST

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ...... day of JUL 28 1939, 19......

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By EB Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture~~

By W.J.O'Leary
[illegible]
ACTING Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 23,-B(1) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 21,651.00 as the total estimated cost of said project, and the sum of $ 12,990.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 28 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~,

By ______
~~[illegible]~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
JUL 3 - 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 23-B (1),
Scotch Creek-Castor Ranch
Section of the Hurricane
Creek Road

July 1, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Highway Engineer

Enc.

RECEIVED
MAY 16 1939
FOR FILING

Fas 23-B-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Scotch Creek-Castor Ranch Section, Project No. FAS 23-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 23-B(1)

SCOTCH CREEK-CASTOR RANCH SECTION
OF THE HURRICANE CREEK ROAD IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1939

All Required		Clearing and Grubbing	$ - -	$ 500.00
160	cu. yds.	Trench Excavation	1.00	160.00
3,700	cu. yds.	Excavation, Single Classif.	.35	1,295.00
7,400	cu. yds.	Special Borrow	.35	2,590.00
5,000	yd. mi.	Hauling Special Borrow	.15	750.00
2,000	yd. sta.	Overhaul	.05	100.00
50	yd. mi.	Truck Haul	.15	7.50
2.00	miles	Finishing Roadbed and Slopes	200.00	400.00
70	lin. ft.	15" Corr. Iron Pipe	1.60	112.00
14	lin. ft.	18" Corr. Iron Pipe	2.20	30.80
340	lin. ft.	12" Concrete Pipe	.96	326.40
80	lin. ft.	18" Concrete Pipe	2.16	172.80
110	lin. ft.	24" Concrete Pipe	4.00	440.00
120	lin. ft.	Salvaging Culvert Pipe	1.50	180.00
28	cu. yds.	Class "A" Concrete	35.00	980.00
2,200	lbs.	Metal Reinforcement	.08	176.00
5,700	cu. yds.	Gravel Subbase	.35	1,995.00
5,200	yd. mi.	Hauling Gravel Subbase	.10	520.00
1,500	cu. yds.	Crushed Gravel Base	1.32	1,980.00
200	cu. yds.	Filler	.25	50.00
200	yd. mi.	Hauling Filler	.10	20.00
170	M-gal.	Sprinkling	2.00	340.00
2.01	miles	Preparation of Base	150.00	301.50
1,200	cu. yds.	Mineral Aggregate in Place	2.75	3,300.00
82	tons	80-6 Road Oil in Place	28.00	2,296.00
22	tons	Emulsified Asphalt in Seal Coat	30.00	660.00
			Subtotal	$ 19,683
			10% Engr. & Cont.	1,968
			Total	$ 21,651

Length of Roadway	2.000 miles
Length of Bridge	.009 mile
Total Length	2.009 miles
Cost per mile	$ 10,777

Note: Oiling is to be constructed across bridge.

FAS Funds Requested- -	$ 12,990
State Funds- -	8,661
	$ 21,651

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County April 3, 1939 and by Highway Commission April 7, 1939

RECEIVED
APR 28 1939
FCR

+a L 23-B-1

April 27, 1939

United Pacific Insurance Company
Martha L. Rodeback, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2173 which was awarded to Rogers Construction Company on April 7, 1939, for grading, surfacing and oiling the Scotch Creek-Castor Ranch Section of the Hurricane Creek County Road, in Wallowa County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JM:AM

Secretary

April 27, 1939

Rogers Construction Co.
Box C4
Dayton, Washington

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2173 which was awarded to you on April 7, 1939, for grading, surfacing and oiling the Scotch Creek-Castor Ranch Section of the Hurricane Creek County Road, in Wallowa County. This is for your records and files.

Very truly yours,

Secretary

JM:AM

RECEIVED
APR 11 1939

Fas 23-B-1

April 10, 1939

ROGERS CONSTRUCTION COMPANY
Box C4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2173 which was awarded to you by the State Highway Commission on April 7, 1939, covering the construction of the Scotch Creek-Castor Ranch Section of Hurricane County Road, in Wallowa County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, and relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
APR 10 1939

April 8, 1939

Rogers Construction Co.

Dayton, Washington

Gentlemen:

The State Highway Commission on April 7, 1939, awarded you the contract for 2.0 miles grading, surfacing and oiling, also furnishing of approximately 2,000 cu. yds. crushed gravel in stock pile, on the Scotch Creek-Castor Ranch Section of the Hurricane Creek County Road, in Wallowa County. This award was based on your bid of $22,731.00, being the only one received for this project.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 1[illegible] 1939
FOR FILING

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Fal 23-B-1

April 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 23-B (1), Scotch Creek-Castor Ranch section of Hurricane Creek County Road, to Rogers Construction Co., Dayton, Washington, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 16 1939
FOR FILING
Fas 23-B-1

April 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has now been acquired on the Scotch Creek-Castor Ranch Section, Project No. FAS 23-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. N. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
1939
FOR FILING

71 L 23-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 25 19
OREGON
STATE HIGHWAY COMMISSION

March 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FAS 23-B (1), the Scotch Creek-Castor Ranch section of the Hurricane Creek Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending your certificate that the right of way has been obtained.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING

FAS 23-B-1

March 15, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement to accompany plans and specifications for the Scotch Creek-Castor Ranch Section, Project No. FAS 23-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 23-B(1)

SCOTCH CREEK-CASTOR RANCH SECTION

OF THE HURRICANE CREEK ROAD IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project statement.)

Salem, Oregon, March 15, 1939

All Required		Clearing and Grubbing		$ 100.00
160	cu. yds.	Trench Excavation	$ 1.00	160.00
3,700	cu. yds.	Excavation, Single Classif.	.30	1,110.00
7,400	cu. yds.	Special Borrow	.30	2,220.00
5,000	yd. mi.	Hauling Special Borrow	.11	550.00
2,000	yd. sta.	Overhaul	.02	40.00
50	yd. mi.	Truck Haul	.15	7.50
2.00	mile	Finishing Roadbed and Slopes	200.00	400.00
70	lin. ft.	15" Corr. Iron Pipe	1.80	126.00
14	lin. ft.	18" Corr. Iron Pipe	2.00	28.00
340	lin. ft.	12" Concrete Pipe	1.25	425.00
80	lin. ft.	18" Concrete Pipe	2.00	160.00
110	lin. ft.	24" Concrete Pipe	3.00	330.00
120	lin. ft.	Salvaging Culvert Pipe	.80	96.00
28	cu. yds.	Class "A" Concrete	25.00	700.00
2,200	lbs.	Metal Reinforcement	.07	154.00
5,700	cu. yds.	Gravel Subbase	.30	1,710.00
5,200	yd. mi.	Hauling Gravel Subbase	.11	572.00
1,500	cu. yds.	Crushed Gravel Base	1.70	2,550.00
200	cu. yds.	Filler	.40	80.00
200	yd. mi.	Hauling Filler	.15	30.00
170	M-gal.	Sprinkling	1.50	255.00
2.01	miles	Preparation of Base	100.00	201.00
1,200	cu. yds.	Mineral Aggregate in Place	2.70	3,240.00
82	tons	SC-6 Road Oil in Place	28.00	2,296.00
22	tons	Emulsified Asphalt in Seal Coat	28.00	616.00
			Subtotal	$ 18,156
			10% Engr. & Cont.	1,815
			Total	$ 19,971

Length of Roadway 2.000 miles
Length of Bridge .009 mile
Total Length 2.009 miles
Cost per mile $ 9,940

Note: Oiling is to be constructed across bridge.

FAS Funds Requested- -$ 11,990
State Funds- 7,981

$ 19,971

SCOTCH CREEK-CASTOR RANCH SECTION

PROJECT NO. FAS 23-B (1)

While negotiations for right of way are in progress, some five parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way will be fully available within 20 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 15, 1939

FORM 5-M-1 8M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 13 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

March 10, 1939

Correct
Project
County Road

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With your approval, I would like to make a change in the culvert pipe to be installed at Station 263+70 on the Scotch Creek-Castor Ranch Section of the Hurricane Creek County Road in Wallowa.

The twin 30 inch pipes planned for this irrigation ditch do not fit the ditch very well. Oregon Culvert & Pipe Co. are manufacturing a corrugated iron arch type of culvert and I believe a structure of this type would be very efficient in this particular location. I would recommend a corrugated arch having 52 inch bottom with 30 inch rise as per the pencil sketch attached hereto. In the event that approval can not be secured for this type of structure, the two 50 inch pipes should be changed to a 4x2 concrete box culvert.

From prices quoted to me on the corrugated arch type, I believe that the bid price per foot would not exceed $5.50 and this would be only approximately half the cost of a concrete box culvert.

Will you please advise what you wish to do in this matter and make the necessary changes in the plans as submitted?

Very truly yours

W. C. WILLIAMS
Division Engineer

RCN:MA
enc.

cc R. H. Baldock ✓

FORM 5-M-1 2M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 2, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Const Projects
County Road

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

I am submitting to you herewith estimate of cost and special provisions for a two mile section of the Hurricane Creek County Road, which we have designated the Scotch Creek-Castor Ranch Section. The plans provide for the grading, surfacing and construction of a type O-11 oil mat wearing surface for the entire section.

Owing to the fact that Wallowa County purchased considerable excess maintenance materials on the former contract on this road, they do not wish any more maintenance materials. I have, however, provided for the manufacture of 2000 cubic yards to be stockpiled at Joseph for the State's use. These materials will be stockpiled in the SE¼ of Block 22, which is opposite Station 365. I have made arrangements with the Wallowa County Court to purchase this tract of land for $10 and we are making up the necessary description.

As I have advised previously, this project should be let April 10 as if it is delayed until May we will run into unsatisfactory oiling weather, as happened last year.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

FORM 2-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 1st, 1939

Const.
Prospect
Rock Production

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
way Engineer

Dear Sir:

You may include in the specifications for the Hurricane Creek County Road in Wallowa, 2,000 cubic yards of maintenance material for use on the Enterprise-Joseph Section.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-M-1 5M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF DIVISION ENGINEER
LA GRANDE, OREGON

February 28, 1950

MAR 1 - 1950
OREGON
COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

County
Project
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I will submit to you the latter part of this week plans and specifications for a two mile section of the Hurricane Creek County Road in Wallowa County. This will leave a section approximately 1.6 miles in length to complete the project.

I wish to include in the present contract 2000 cubic yards of crushed maintenance materials for State purposes to be stockpiled at Joseph. We have absolutely no materials for maintenance of the oiled surface on the Wallowa Lake Secondary Highway and on the south five miles of the Enterprise-Joseph section. It appears to me that the crushing of the materials in this contract would be the most economical means of securing them. The estimated cost of the 2000 cubic yards, plus haul to Joseph, is $5000. Will you please secure authorization for inclusion of these materials to be charged against the special maintenance fund?

I was in contact with the Wallowa County Court yesterday and they are making good progress of acquisition of the necessary right of way and gravel pit. They will unquestionably have all the right of way acquired by April 1. The project should be let at the April 10 meeting in order to assure completion during favorable weather. The time limit for this project should be not later than August 15, as quite often the weather is unsuitable for satisfactory oiling in Wallowa County after that date.

Unless you advise to the contrary, I will include the 2000 cubic yards of material for the State in the contract. Were we not to do this, it would be difficult to secure a suitable bid on the County project for the reason that only 2400 cubic yards, approximately, of crushed materials are required for the two mile section. The addition of the State materials will insure sufficient quantity to make crusher setup economically justified.

Very truly yours

VOTED

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock
J. N. Bishop

CONTRACT# [redacted] 2174

FAS 1-B-1 Tillamook County Oiling 1939
Project
#2174 Three County Roads

FAS 1-R

August 14, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 9 concerning the maintenance inspection of F.A.S. 1-R, Tillamook-Netarts Highway, made on August 3, 1943.

I note that the maintenance of ditches and shoulders is considered unsatisfactory. A similar report was made a year ago at which time fear was expressed that unless immediate and extensive work was done on the ditches, there would be no bituminous surface left by the spring of 1943.

All of our maintenance work has been handicapped by the shortage of man power. In particular in the Tillamook area, the high wages paid at the airbase and in the woods, together with the housing shortage, have made it impossible for us to hire additional men or move men into that area. We have had a hard struggle to keep the important Wilson River Highway in shape.

It appears to me that an equitable distribution of available labor has been made between the Netarts Highway and the other more important highways in that vicinity and that the maintenance is satisfactory under the existing conditions.

We will remove the summer ravel this fall and, as soon as the man power shortage eases, will reshape the shoulders and ditches. However, the primary cause of breaks in the oiled surface is the inadequate construction of proper thickness of base for log hauling on the existing type of subgrade in wet territory. Inadequate ditches were originally constructed and since we took over the maintenance of this road two years ago, we have not had sufficient labor to reshape the shoulders and construct the ditches.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB
EAC/er
cc E. A. Collier

[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAS 1-B, Tillamook-Netarts Highway, was made on August 3.

The report of inspection states that ditches are largely nonexistent and high berms on the shoulders confine water to the bituminous surface. This has resulted in many failures along the edges, on superelevated curves and at low points of vertical curves.

The surface is now being patched and is to be sealed in the near future.

As stated in your letter of September 8, 1942, we note that ditching and drainage work will be undertaken when help can be secured. It is believed that when this is done the amount of patching necessary will be materially reduced. The lack of any ditching at the present time necessitates our reporting the maintenance as unsatisfactory.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Collier
By Chief Engineer
Prepare answer for me

RECEIVED
AUG 11 1943
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Collier

R.H.Baldock

December 30th, 1939

NOTED

COST ANALYSIS - FINAL REPORT
Tillamook County Oiling Project (1939)

Contract #2174
J. C. Compton

Prefix 229-1026
J. H. Scott, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Smith Bridge-Fairgrounds Section					
Trench Excavation	$85.52	108.6 cu. yd.	0.787	0.75	$81.45
Excavation, Single Class	1,222.12	2,909.8 " "	0.42	0.40	1,163.92
Truck Haul	451.56	2,867.1 yd. mi.	0.157	0.15	430.07
18" Concrete Pipe	70.87	45 lin. ft.	1.57	1.50	67.50
24" " "	304.76	129 " "	2.36	2.25	290.25
36" " "	255.15	54 " "	4.72	4.50	243.00
Salvage Culverts	30.31	38.5 " "	0.78	0.75	28.88
4"-0" Material in Subbase	3,552.41	5,205 cu. yd.	0.68	0.65	3,383.25
1¼"-0" " " Base	2,756.25	1,500 " "	1.83	1.75	2,625.00
Filler	54.05	102 " "	0.53	0.50	51.00
Hauling Filler	15.82	100.5 yd. mi.	0.157	0.15	15.08
Sprinkling	274.05	130.5 M-Gal.	2.10	2.00	261.00
Preparation of Base	90.82	1.47 Mi.	61.78	100.00	147.00
Mineral Aggregate in Place	1,306.76	514 cu. yd.	2.54	2.75	1,413.50
RC-3 in Seal	371.33	15.88 Ton	23.38	20.00	317.60
Tar in Place	1,063.30	68.09 "	15.61	18.40	1,252.86
Haul Adjustment (Deduct)		354.45 yd. mi.			- 35.45
Fairview-Trask River					
Trench Excavation	7.72	9.8 cu. yd.	0.787	0.75	7.35
Excavation, Single Class	419.20	998.1 " "	0.42	0.40	399.24
Truck Haul	16.49	104.7 yd. mi.	0.157	0.15	15.71
12" Concrete Pipe	40.95	39 lin. ft.	1.05	1.00	39.00
4"-0" Material in Subbase	2,047.50	3,000 cu. yd.	0.68	0.65	1,950.00

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
1¼"-0" Material in Base	$1,311.19	999 cu. yd.	1.31	1.25	$1,248.75
Filler	144.90	276 " "	0.52	0.50	138.00
Hauling Filler	50.08	477 yd. mi.	0.10	0.10	47.70
Sprinkling	151.20	72 M-Gal.	2.10	2.00	144.00
Preparation of Base	61.78	1.0 Mi.	61.78	100.00	100.00
Mineral Aggregate in Place	786.35	353 cu. yd.	2.22	2.45	864.85
RC-3 in Seal	191.30	8.18 Ton	23.38	20.00	163.60
Tar in Place	789.54	50.46 "	15.61	19.00	958.74
Haul Adjustment (Deduct)		117.4 yd. mi.			- 11.74
Netarts Summit					
Preparation of Base	143.95	2.33 Mi.	61.78	150.00	334.50
Mineral Aggregate in Place	3,947.10	1,307 cu. yd.	3.02	3.30	4,313.10
RC-3 in Seal	499.08	21.34 Ton	23.38	20.00	426.80
Tar	1,979.92	126.54 "	15.64	19.00	2,404.26
PA #1 Purchase of Tar in Barrels	169.31	13.94 Ton			206.31
	$24,662.64				$25,486.08

Gross Revenue	$25,486.08
Total Cost	24,662.64
Net Profit	$823.44

Net Profit Equals 3.2% of Gross Revenue

Tillamook County Oiling (1939)

Detail of Cost

Labor:

Supervision		$146.03	
Labor		1,095.07	
State Industrial Accident Insurance		65.15	
Unemployment & Social Security		49.64	$1,355.89

Materials:

RC-3	45.4 Ton at $12.90	$585.66	
Tar	259.03 " " 11.40	2,952.95	
4"-0" Mat'l for Subbase	8,205 c.y. at 0.40	3,282.00	
1¼"-0" Mat'l for Base:			
Smith Br. Section	1,500 c.y. at 1.50	2,250.00	
Fairview Section	999 c.y. at 1.00	999.00	
Mineral Aggregate in Stockpile:			
Smith Bridge Section	514 c.y. at 1.50	771.00	
Fairview Section	353 c.y. at 1.20	423.60	
Netarts Section	1,307 c.y. at 1.95	2,548.65	13,812.86

A. T. Dolan, Sub-Contractor:

Smith Bridge Section

Trench Excavation	108.6 c.y. at 0.75	$81.45	
Single Class Excavation	2,909.8 c.y. at 0.40	1,163.92	
Truck Haul	2,867.1 y.m. at 0.15	430.06	
18" Concrete Pipe	45 l.f. at 1.50	67.50	
24" " "	129 l.f. at 2.25	290.25	
36" " "	54 l.f. at 4.50	243.00	
Salvage Culverts	38.5 l.f. at 0.75	28.87	
Place 4"-0" Mat'l in Subbase	5,205 c.y. at 0.25	1,301.25	
" 1¼"-0" " " Base	1,500 c.y. at 0.25	375.00	
Filler	102 c.y. at 0.50	51.50	
" Haul	100.5 y.m. at 0.15	15.07	
Sprinkling	130.5 M-Gal. at 2.00	261.00	4,308.87

Feldschau, Sub-Contractor:

Fairview Section

Trench Excavation	9.8 c.y. at 0.75	$7.35	
Single Class Excavation	998.1 c.y. at 0.40	399.24	
Truck Haul	104.7 y.m. at 0.15	15.71	
12" Concrete Pipe	39 l.f. at 1.50	58.50	
Place 4"-0" Mat'l in Subbase	3,000 c.y. at 0.25	750.00	
" 1¼"-0" " " Base	999 c.y. at 0.25	249.75	
Filler	276 c.y. at 0.50	138.00	
" Haul	477 y. mi. at 0.10	47.70	
Sprinkle	72 MGal. at 2.00	144.00	1,810.25

Equipment Rental, Small Tools & Misc. Supplies:

Main Office Expense	$1,000.94	
Equipment Rental	973.60	
Gas, Oil and Grease	561.19	
Small Tools & Misc. Supplies	471.16	
Bond	254.86	
Public Utility Commission	69.79	
Hired Equipment	31.82	
Public Liability & Damage Insurance	12.41	$3,375.77
Total Cost		$24,662.64

Tillamook County Oiling

REMARKS:

This contract was bid and awarded April 7th, 1939. Grading and stockpiling of commercially purchased gravel was started in April. Oiling was started July 19th, and the contract was completed August 5th, 1939.

Crushed gravel was purchased from commercial plants near Tillamook and the grading and placing of pit run gravel were sub-contracted. Thus the only work done by the contractor was oiling.

The net profit shown on this contract is low. Other private work was done by the contractor in this vicinity, however, that probably increased his revenue.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

FAS-1-13-1

November 3, 1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2174, for the construction of the Tillamook County Oiling Project on County Roads in Tillamook County, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 13, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $25,486.06, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 36-A-1
9174

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.______

Stencil No. 8.

October 17, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of FAS 36-A (1), Wilson River Loop Road ______, was made by a representative of this office on September 16, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield,
Senior Highway Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAS 36-A (1)
Smith Bridge-Fairgrounds Road
Wilson River Loop Road

September 30, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

wa4pe-1874

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 36-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of August, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 1st day of March, 1939, a project statement, which was approved by the Secretary on the 5th day of April, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 23d day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of seven thousand, nine hundred eighty and 00/100 dollars ($7,980.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+10 at the Wilson River Highway in the NE 1/4, Section 29, T. 1 S., R. 9 W., W. M., and survey station 78+00 in the NE 1/4, Section 20, T. 1 S., R. 9 W., W. M. (excepting therefrom that portion between survey stations 48+42 and 50+14), length 1.439 miles, in Tillamook County, being Section A(1) of Oregon Fed.Aid Secondary project No. FAS 36, consisting of 1.439 miles of roadway and NO bridges, ~~each~~ of more than 20 feet clear span. ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

CHARACTER AND METHOD OF CONSTRUCTION

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(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of seven thousand, nine hundred eighty and 00/100 dollars ($7,980.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirteen thousand, two hundred ninety-two and 00/100 dollars ($13,292.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 175, Laws 1917, and Chapter 31, laws 1920.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of SEP 18 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS36-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $13,292.00 as the total estimated cost of said project, and the sum of $7,980.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 18 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture.~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan of Government Reorganization under the Reorganization Act of 1939.

RECEIVED
AUG 22 1939

FAS 36-A-1

August 21, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Smith Bridge-Fairgrounds Road Section, Project No. FAS 36-A(1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
AUG 22 1939

FAS 36-A-1

August 21, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

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Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITE ES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUL 20 1939
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

July 19, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon Federal Aid Secondary Project FAS 36-A (1), the Smith River-Fairgrounds Road Section of the Wilson River Loop Road in Tillamook County, for signature and return to this office.

Your letter of March 22, 1939, stated you would erect reflectorized narrow bridge warning signs at the Daugherty Slough bridge. We suggest that the signs clearly indicate that this is a one-way bridge.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 20 1939
OREGON
STATE HIGHWAY COMMISSION

July 19, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon Federal Aid Secondary Project FAS 36-A (1), the Smith River-Fairgrounds Road Section of the Wilson River Loop Road in Tillamook County, for signature and return to this office.

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Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

July 19, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon Federal Aid Secondary Project FAS 36-A (1), the Smith River-Fairgrounds Road Section of the Wilson River Loop Road in Tillamook County, for signature and return to this office.

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Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

Encls.

RECEIVED
MAY 16 1939
FOR FILING

Fas 36-(1-1)

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Smith Bridge-Fairground Road Section, Project No. FAS 36-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

RECEIVED
APR 10 1939
FOR FILING

Ja 8 36 9-1

April 7, 1939

Mr. F. D. Lason
Highway Division Engineer
Salem, Oregon

Dear Sir:

In order to comply with federal requirements, it will be necessary to erect reflectorized narrow bridge warning signs at the crossing of Dougherty Slough on the Smith Bridge-Fairgrounds Project in Tillamook County.

Please, at the proper time, make arrangements for the installation of these signs.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. G. Smith
W. O. Widdows

RECEIVED
MAY 16 1939
FOR FILING

342-6-A-1

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FAS 36-A (1), the Smith Bridge-Fairgrounds section of the Wilson River Loop Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Our recommendation for approval of the P.S.& E. is subject to the condition that reflectorized warning signs protecting the narrow bridge will be erected concurrently with the construction of the project.

The quantity of truck haul in the proposal appears to be in error and should be corrected to 2,700 C.Y.Miles. } Taken care of.

Our recommendation for approval is also subject to the condition that revised plan sheet 4 be submitted showing correctly the length of the timber truss and trestle approaches for the bridge at Sta. 49+20, prior to opening bids.

Please show the corrected project length on the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVE
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FOR FI
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March 22, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith copies of a letter today received from the County Judge of Tillamook County, in which letter the Judge gives assurance that a new bridge will be constructed by the County, within five years, at the crossing of Daugherty Slough on the Smith Bridge-Fairgrounds Project (FAS 36-A (1).

As a safeguard to traffic during the period the existing bridge must be continued in use, we will erect reflectorized narrow bridge warning signs at proper locations near the bridge ends.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

Encl.

COPY

TILLAMOOK COUNTY

Tillamook, Oregon

March 21, 1939

Mr. R. H. Baldock, Engineer
Oregon State Highway Commission
Salem, Oregon

Subject: Wilson River Loop Road

Dear Sir:

In regard to the replacement of the present bridge on the Wilson River Loop road starting from the fair grounds to the Sollie Smith bridge, I will state that the County agrees to replace this bridge with a suitable structure within the next five years.

We also agree to put the Netarts road into the proper shape for oiling this coming summer. This is to conform with the requirements of the Bureau of Public Roads.

Yours very truly,

By

Harland M. Woods
County Judge

HMW/vd

cc - Oscar Cutler
F. D. Eason

RECEIVED
MAY 16 1939
FOR FILING

Fas 36-A(1)

March 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Smith Bridge-Fairgrounds Road Section, Project No. FAS 36-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 36-A (1)

SMITH BRIDGE-FAIRGROUNDS ROAD SECTION OF THE WILSON RIVER LOOP ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, March 10, 1939.

70	cu. yds.	Trench Excavation	$ 2.00	$ 140.00
2,700	" "	Excavation, Single Classification	0.50	1,350.00
2,700	yd. mi.	Truck Haul	0.15	405.00
20	lin. ft.	18" Concrete Pipe	2.00	40.00
110	" "	24" " "	3.00	330.00
54	" "	36" " "	5.50	297.00
40	" "	Salvaging Culvert Pipe	0.80	32.00
5,500	cu. yds.	4" - 0" Material in Subbase	0.50	2,750.00
1,500	" "	1½" - 0" " " Base	1.50	2,250.00
450	" "	Filler	0.50	225.00
450	yd. mi.	Hauling Filler	0.20	90.00
150	M-Gals.	Sprinkling	1.50	225.00
1.48	miles	Preparation of Base	200.00	296.00
540	cu. yds.	Mineral Aggregate in Place	3.50	1,890.00
16	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	432.00
26	"	RC-3 Asphalt in Binder Course	27.00	702.00
30	"	SC-6 Road Oil in Place	27.00	810.00
68	"	Tar in Place	23.00	Alternate
			Sub-total.........	$ 12,264.
			10% Engr. & Cont..	1,226.
			Total.............	$ 13,490.

Length of Roadway	1.441 miles
Length of Bridge	.034 "
Total Length	1.475 "
Cost per Mile, Roadway	$9,361

FAS Funds Required- -	$ 8,100.
State Funds --- -	5,390.
	$ 13,490.

SMITH BRIDGE-FAIRGROUNDS ROAD SECTION

PROJECT NO. FAS 36-A(1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 14, 1939

RECEIVED
JUN 28 1939
FOR FILING

FAS 36-A-1

June 27, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of May 29, 1939, concerning the length of the Dougherty Slough bridge on the Smith Bridge-Fairgrounds Road Section, Project No. FAS 36-A (1).

Please be advised that the location of the structure is between Stations 48+42 and 50+14. It consists of one 70-foot through timber truss with a timber approach trestle at each end consisting of 3 - 17-foot bents.

The length of the structure is, accordingly, .033 mile.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. [illegible]/ER

T

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 31 1939
OREGON
STATE HIGHWAY COMMISSION

May 29, 1939

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to proposed project agreement estimate for Oregon Federal Aid Secondary Project FAS 36-A (1), the Smith Bridge-Fairgrounds Road Section of the Wilson River Highway in Tillamook County, submitted with your letter of May 10, 1939.

We are holding this estimate subject to receipt of revised plan sheet 4, as requested in our letter of March 23, 1939. Our project statement route report indicates that the total length of this bridge and the individual length of the main and approach spans, as shown on the present plan sheet, are in error. We will make such corrections in the project length shown on the present estimate as your remeasurement makes necessary.

Very truly yours,

W. H. LYNCH,
District Engineer

By F. E. Andrews
F. E. Andrews,
Senior Highway Engineer

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OCT 9 - 1939
FOR FILING

708-143-1

October 9, 1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 2174, for the construction of the Tillamook County Oiling Project on certain county roads in Tillamook County. This payment will be made on or after October 18, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 35-A-1
2174

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

SEP 14 1939
STATE [illegible]

IN YOUR REPLY PLEASE REFER TO FILE NO.

Stencil No. 124

Oregon FAS 35-A (1)
Fairview-Trask River Sec.
Fairview-Clements Corner Rd.

September 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. J. Caufield
J. J. Caufield
Sr. Highway Engineer

Encls.

Jvm

FAS 35-A-1
2174

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP 14 1939
STATE [illegible]SSION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 35-A (1)
Fairview-Trask River Sec.
Fairview-Clements Corner Rd.

September 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jwm

Wa4 pr-1554

Form P. R. 2

State **Oregon**

Federal Aid Secondary

Project No. **FAS 35-A(1)**

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of July, 1939

by and between **the Oregon State Highway Commission**

, constituting

for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress)**;

Whereas the Highway Department of said State submitted on the **1st** day of **March**, 19**39**, a project statement, which was approved by the Secretary on the **1st** day of **April**, 19**39**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **A(1)** of said project which were recommended for approval by the United States District Engineer on the **23rd** day of **March**, 19**39**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **four thousand, forty and no/100**

dollars ($**4,040.00**) as the share of the United States payable under said act on account of Section **A(1)** of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+10 in the NE 1/4, Sec. 28, T. 1 S., R. 9 W., W.M., at a connection with Federal Aid Route 35, and survey station 53+00 in the NE 1/4, Sec. 33, T. 1 S., R. 9 W., W.M.

, length 1.003 miles, in Tillamook County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 35, consisting of 1.003 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible] length~~.

8—5318

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6818

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan of Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of four thousand, forty and no/100 dollars ($4,040.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of six thousand, seven hundred thirty-three and no/100 dollars ($6,733.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917 and Chap. 31, laws 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of AUG 24 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~,

By H J O'Leary
~~Acting Chief, Bureau of Public Roads~~.
Acting Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary ~~P~~ Project No. FAS 35-A(1) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 6,733.00 as the total estimated cost of said project, and the sum of $ 4,040.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______

one thousand nine hundred and AUG 24 1939

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture,~~

By W. J. O'Leary
~~Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 3—4000

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

FAS 35-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP - 9 1939
STATE HIGHWAY COMMISSION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

September 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 35-A (1), Fairview-Trask River Section ____________, was made by a representative of this office on August 30, 1939.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

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JUL 1[illegible] 1939
F[illegible]

FAS. 35-A-1

July 17, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Fairview-Trask River Section, Project No. FAS 35-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
JUL 10 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. 481, Oregon FAS 35-A (1)
Fairview - Trask River Section
Fairview-Clements Corner Road

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

2 Cop
7/10/39

RECEIVED
MAY 16 1939
FOR FILING

FAS-35-A-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Fairview-Trask River Section, Project No. FAS 35-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 35-A(1)

FAIRVIEW-TRASK RIVER SECTION OF THE FAIRVIEW-CLEMENTS CORNER ROAD IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 5, 1939

10	cu. yds.	Trench Excavation	$ .75	$ 7.50
1,000	cu. yds.	Excavation, Single Classification	.40	400.00
150	yd. mi.	Truck Haul	.15	22.50
40	lin. ft.	12" Concrete Pipe	1.00	40.00
3,000	cu. yds.	4" - 0" Material in Subbase	.65	1,950.00
1,000	cu. yds.	1½" - 0" Material in Base	1.25	1,250.00
250	cu. yds.	Filler	.50	125.00
250	yd. mi.	Hauling Filler	.12	30.00
100	M-gal.	Sprinkling	2.00	200.00
1.00	mile	Preparation of Base	100.00	100.00
360	cu. yds.	Mineral Aggregate in Place	2.45	882.00
12	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	240.00
46	tons	Tar in Place	19.00	874.00
			Subtotal	$ 6,121
			10% Engr. & Cont.	612
			Total	$ 6,733

Length	1.003 miles
Cost per mile	$ 6,712

FAS Funds Requested- -	$ 4,040
State Funds- -	2,693
	$ 6,733

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County March 29, 1939 and by Highway Commission April 7, 1939

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FOR FILING

FAS 35-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 25 1939
STATE HIGHWAY COMMISSION

March 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 35-A (1), the Fairview-Trask River Section of the Fairview-Clements Corner Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending approval of the project statement.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

RECEIVED
MAY 16 1939
FOR FILING

718 35 A-1

March 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Fairview-Trask River Section, Project No. FAS 35-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 33-A (1)

FAIRVIEW-TRASK RIVER SECTION OF THE

FAIRVIEW-CLEMENTS CORNER ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, March 10, 1939.

10	cu. yds.	Trench Excavation	$ 2.00	$ 20.00
1,000	" "	Excavation, Single Classification	0.50	500.00
150	yd. mi.	Truck Haul	0.20	30.00
40	lin. ft.	12" Concrete Pipe	1.25	50.00
3,000	cu. yds.	4" - 0" Material in Subbase	0.50	1,500.00
1,000	" "	1½" - 0" " " Base	1.50	1,500.00
250	" "	Filler	0.50	125.00
250	yd. mi.	Hauling Filler	0.20	50.00
100	M-Gals.	Sprinkling	1.50	150.00
1.00	mile	Preparation of Base	200.00	200.00
360	cu. yds.	Mineral Aggregate in Place	3.50	1,260.00
12	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	324.00
18	"	RC-3 Asphalt in Binder Course	27.00	486.00
20	"	SC-6 Road Oil in Place	27.00	540.00
46	"	Tar in Place	23.00	(Alternate)

Subtotal..........	$6,735.
10% Engr. & Cont...	673.
Total..............	$7,408.

Length.......... 1.003 miles
Cost per Mile...$7,385

FAS Funds Requested- -	$4,450.
State Funds -	2,958.
	$7,408.

FAIRVIEW-TRASK RIVER SECTION

PROJECT NO. FAS 35-A (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 14, 1939

FAS 1-B

UNITED STATES DEPARTMENT OF AGRICULTURE
FEDERAL WORKS AGENCY
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP - 9 1939
STATE HIGHWAY COMMISSION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

September 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 1-B, Netarts-Summit Section of the Tillamook-Netarts Road, was made by a representative of this office on August 30, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jwr

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FAS 1-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 16 1939
[illegible] COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oreg. FAS 1-B (1)
Netarts-Summit Section
Tillamook-Netarts Road

August 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Wayne-1264

Form P. R. 2

Federal Aid Secondary

State Oregon

Project No. FAS 1-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of July, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat.1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 1st day of March, 1939, a revised project statement, which was approved by the Secretary on the 31st day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the United States District Engineer on the 23rd day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, five hundred forty and no/100 dollars ($5,540.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 153+45 at the west end of Section A of said project in the NE 1/4 Section 4, T. 2 S., R. 10 W., and survey station 271+00 in the SE 1/4 Section 31, T. 1 S., R. 10 W., W.M.

, length 2.226 miles, in Tillamook County, being Section B(1) of Oregon Federal Aid Secondary project No. FAS 1, consisting of 2.226 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary," or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of five thousand, five hundred forty and no/100 dollars ($5,540.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of nine thousand, two hundred twenty-three and no/100 dollars ($9,223.00), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, Laws 1917, and Chap. 31, Laws 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUL 28 1939, 19......

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture.~~

By M. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 1-B(1) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 9,223.00 as the total estimated cost of said project, and the sum of $ 5,540.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 28 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture.~~

By W. J. O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form E-1—6M—3-39

1-B-1

EGON STATE HIGHWAY COMMIS N
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

Section Netarts Fairgrounds-Smith Bridge Fairview -Trask	***For Week Ending*** August 5th, 1939
Highway Tillamook County Roads Oiling Project	***Kind of work*** grading-surfacing-oil macadam
Contractor J.C.Compton	***Section prefix*** 229-1026 FAS 1B-1,36A-1,35A-1
	Contract number 2174
Date of contract April 7th, 1939	***Date of completion*** August 31st, 1939
Date work started April 18th, 1939	***Estimated date of completion*** ", 1939
Amount of contract $ 26591.00	***Per cent of time elapsed*** 82.3 %

Estimated cost of completed project, exclusive of engineering $ 26591.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1311.40, 4.93 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oil crew came back from Wolf Creek and put on the final seal on the above roads on Thursday and finished up dusting on Friday morning. A broom truck is still here keeping the roads broomed. The job might be called finished but the contractor has the rest of this month before contract time expires, and with the experience of last year with the same specification where there was so much bleeding after the seal coat was on, it seems that it would be best to hold off on reporting the road as completed so that more cover rock can be put on if necessary. This can be determined in a week or ten days.

Rex Bissell and one checker came over with the outfit.

Mr Eason and Mr Paxson over the job Thursday.

NOTED
RAY WEBBER

RECEIVED
AUG 7 - 1939
Office of
DIVISION ENGINEER
DIVISION NO. 2

Signed J.H.Scott

Address Nehalem, Oregon,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.71		4.71	
Miles partially completed					
Miles completed		4.71		4.71	
Total estimated quantities	3700	11000		2250	
Estimated quantities moved or placed to date	3700	11000		2250	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1			1	
Hours per shift	8			8	
Average force on project for week				24	

Percentages of men employed on contract to be secured from: USES or 320

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM 320 COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	24						24
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., 1 oiler, 5 trucks ...., ...

August	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday July 30	clear and hot all week		
Monday			
Tuesday			
Wednesday			
Thursday 3	started shooting final seal and completed		
Friday 4	dusting		
Saturday			

STATE PRINTING DEPT

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
JUL 3 - 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 1-B (1),
Netarts-Summit Section
of the Tillamook-Netarts Road

July 1, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield,
Highway Engineer

Enc.

RECEIVED
MAY 10 1939
FOR FILING

FAS-1-B-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Netarts-Summit Section, Project No. FAS 1-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 1-E(1)

NETARTS-SUMMIT SECTION OF THE
TILLAMOOK-NETARTS ROAD IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 5, 1939

2.23	miles	Preparation of Base	$ 150.00	$ 334.50
1,350	cu. yds.	Mineral Aggregate in Place	3.30	4,455.00
24	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	480.00
164	tons	Tar in Place	19.00	3,116.00
			Subtotal	$ 8,385
			10% Engr. & Cont.	838
			Total	$ 9,223

Length	2.226 miles
Cost per mile	$ 4,143

FAS Funds Requested- -	$ 5,540
State Funds- -	3,683
	$ 9,223

State Funds for Construction: Chap. 175, laws 1917; Chap. 71, laws 1920
Funds for Maintenance: See agreement executed by County March 29, 1939 and by Highway Commission April 7, 1939

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APR 28 1939
FOR FILING

7a8 1-B-1

April 27, 1939

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2174 which was awarded to you on April 7, 1939, for the Tillamook County Oiling Project, in Tillamook County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

[illegible]

=Cl-1-P-1

April 12, 1939

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are forwarding you today by express four copies of Contract No. 2174 which was awarded to you on April 7, 1939, by the State Highway Commission, covering the grading, surfacing, and oiling of county roads in Tillamook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
APR 12 1939

IIc 1-B-1 + 35-A-1
31-A-1

April 11, 1939

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

The State Highway Commission on April 7, 1939, awarded you the contract for the Tillamook County Oiling Project (1939) on three County Roads in the vicinity of Tillamook, being 0.7 mile grading and 4.71 miles surfacing and oiling. This award was based on your low bid of $26,591.20, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

HC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

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MAY 18 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

RECEIVED
APR 10

MONTANA
OREGON
WASHINGTON

[illegible] 1-B-1
[illegible] 36-B-1

POST OFFICE BUILDING
PORTLAND, OREGON

April 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary projects FAS 1-B (1), FAS 35-A (1) and FAS 36-A (1), Tillamook County oiling project on three county roads, to J. C. Compton, McMinnville, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAY 10 1939
FOR FILING

RECEIVED
MAR 31 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 1-B-1

March 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 1-B (1), the Netarts-Summit Section of the Tillamook-Netarts Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the revised project statement.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
APR 10 1939
FOR

FAS 1-B-1

March 22, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the rock base on the Netarts-Summit Project in Tillamook County (Project FAS 1-B (1)), the stability of which has been questioned due to the presence of some clay in the materials of which the base is constructed.

Through arrangements made with the County Court of Tillamook County, by whom the base was originally constructed, we are in a position to give you our assurance that before the proposed oiling operations are commenced, the base will be satisfactorily stabilized by the addition of whatever quantities of clean crushed rock may be necessary to accomplish the purpose.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

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MAY 16 1939
FOR FILING

FAS 1-B-1

March 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Netarts-Summit Section, Project No. FAS 1-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 1-B (1)

NETARTS-SUMMIT SECTION OF THE
TILLAMOOK-NETARTS ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 10, 1939

2.23	miles	Preparation of Base	$100.00	$ 223.00
1,350	cu. yds.	Mineral Aggregate in Place	3.50	4,725.00
24	tons	Emulsified or RC-3 Asphalt in Seal Coat	27.00	648.00
40	tons	RC-3 Asphalt in Binder Course	27.00	1,080.00
96	tons	SC-6 Road Oil in Place	27.00	2,592.00
164	tons	Tar in Place	23.00	(Alternate)
		Subtotal		$ 9,268
		10% Engr. & Cont.		926
		Total		$10,194

Length 2.226 miles
Cost per mile $4,579

FAS funds requested- -	$ 6,120
State funds- -	4,074
	$10,194

[illegible]-SUMMIT SECTION

PROJECT NO. FAS 1-B(1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 14, 1939

CONTRACT# 2175

FAS 14-A(2) Dixonville-Mud Hollow Sec.
FAS 14-B(1) North Umpqua County Road 1939
2176

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FOR FILING

December 21, 1942.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Oscar Cutler

Dear Sir:

Maintenance inspection of the North Umpqua Highway, Oregon Federal Aid Secondary Projects Nos. FAS 14A and B, was made on December 16.

The County had repaired most of the damage noted in our letter of June 3 and have posted the load limit at 4 tons.

However, with reference to the condition of Section B, at the present time the bituminous surface in the cut near the east end is a 90% failure. It is doubtful whether any improvement can be expected until this cut is widened and larger ditches constructed. The ditches are now blocked with slides and water stands and saturates the base.

On Section A (Dixonville to Mud Hollow) portions near the center of the project show heavy failure and settlement. As the major part of Section A is standing up in fair condition, there is probably very unsuitable soil under the failed portions.

The ditches on this section are filled with small slides and water stands in several places.

The shoulders contribute to a bad drainage situation. Through growth of weeds on the shoulders and settlement in wheel lanes from heavy log haul, the elevation of the shoulders in some places is 6" higher than that of the pavement. Obviously surface drainage here is impossible. As noted in our letter of June 3, and as you yourself know, this surface is not of a design capable of standing the heavy log loads which have been using this road. If this logging is going to continue over an extended period, then something should be done to provide a base which will carry the loads without such extensive damage.

This is, however, outside the scope of maintenance and what we are asking at the present time is that the County keep the drainage

Mr. Baldock:
The original was sent to Cutler

open, provide for reinforcing of weakened areas as they develop and continue a reasonable load limit.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

R.H. Baldock

FAS 14-A-2

bruary 21st, 1940

FINAL COST ANALYSIS
Dixonville-Mud Hollow Section
North Umpqua County Road in Douglas County
Contract 2175 Prefix 210-1019

Clifford A. Dunn, Contractor A. J. Ford, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$217.87	100%			$500.00
Trench Excavation	228.06	224.1 cu. yd.	1.018	1.25	280.13
Excavation, Single Class	4,997.46	21,451.8 " "	0.233	0.23	4,933.91
Overhaul	265.71	12,571 yd. sta.	0.021	0.01	125.71
Truck Haul	1,666.59	7,575.4 yd. mi.	0.220	0.20	1,515.00
Finishing Roadbed & Slopes	498.45	1.43 Mi.	348.57	400.00	572.00
Rounding Cutbanks	178.13	1,875 lin. ft.	0.095	0.08	150.00
12" Concrete Pipe	87.05	99 " "	0.879	1.00	99.00
18" " "	749.23	426 " "	1.759	1.85	788.10
Gravel Subbase	4,375.63	3,999.5 cu. yd.	1.094	1.00	3,999.50
Crushed Gravel Base	2,785.23	1,184 cu. yd.	2.352	2.20	2,604.80
Filler	251.34	554 " "	0.454	0.50	227.00
Hauling Filler	208.69	1,513.5 yd. mi.	0.138	0.12	181.62
Sprinkling	335.15	251 M-Gal.	1.335	1.25	313.75
Preparation of Base	372.20	3.22 Mi.	115.59	150.00	483.00
Mineral Aggregate in Place	6,541.53	1,968 cu. yd.	3.324	3.00	5,904.00
SC-6 Road Oil in Place	2,931.15	126.54 Ton	23.16	21.00	2,657.34
RC-3 Asphalt in Seal Coat	809.43	33.21 "	24.37	22.00	730.62
PA #1 Barreling Excess Road Oil	38.28	2.32 "	16.50	16.20	37.50
	$27,537.18				$26,153.06

Total Cost	$27,537.18
Gross Revenue	26,153.06
Net Loss	$1,384.12

Net Loss Equals 5.29% of Gross Revenue

TED
Engineer

Contract 2175

Details of Cost

Labor:

Supervision		$752.96	
Labor		7,773.05	
State Industrial Accident	5% of P/R	426.30	
Unemployment Compensation	3% of P/R	255.78	
Old Age Benefit	1% of P/R	85.26	
			$9,293.35

Materials:

12" Concrete Pipe	99	lin. ft. at	$0.49	$48.51	
18" " "	426	" " "	1.09	464.34	
Royalty on Gravel	1,914	cu. yd. "	0.05	95.70	
Cr. Gravel at Bunker	1,184	" " "	1.00	1,184.00	
Royalty on Filler	554	" " "	0.05	27.70	
Mineral Aggregate (At Bunker)	1,968	" " "	1.00	1,968.00	
SC-6 Road Oil	128.86	Ton "	13.10	1,688.07	
RC-3 Asphalt	33.21	" "	13.10	435.05	
					5,911.37

Miscellaneous:

Equipment Rentals (Incl. Repairs)	$6,393.18	
Gas, Oil and Grease	3,288.83	
Move In	1,245.66	
Small Tools & Miscellaneous Expense	620.20	
Home Office Expense	523.06	
Bond	261.53	
		12,332.46
Total Cost		$27,537.18

Contract 2175

REMARKS:

This is a Federal Aid Secondary Project and consists of construction of 1.43 miles of highway roadbed; 1.02 miles of gravel subbase; 1.02 miles of crushed gravel base; application of 3.22 miles of oil mat surface treatment (Type O-11 modified); and other incidental work. The contract was bid on April 7th, 1939, awarded April 12th, work started April 21st, and the project was completed August 12th, 1939.

Clearing and grubbing was very light and consisted of brush and fences.

Excavation was accomplished with cats and 12-yard LeTourneau carryalls and a dozer. Operations started before the material had dried out. The material was clay of a sticky nature which was hard to load and very difficult to eject from the scrapers. Considerable time was lost for repairs.

Gravel for subbase was secured from three sources: The specified bar, Templin Bar in Roseburg, and the Bell and Boyer bars near the project. A royalty of $0.05 per cu. yd. was paid for material taken from the last two sites. Constant breakdown of old equipment has increased the cost of this item.

Crushed gravel base was purchased from Metzger's commercial plant south of Roseburg at a cost of $1.00 per cu. yd. at the bunker. The haul to the job averaged 9 miles. Failure of old equipment also increased the cost of the road work on this item.

Filler was secured from the Bell bar on Deer Creek, and the contractor paid a royalty of $0.05 per cu. yd. on this material.

Mineral aggregate was purchased for $1.00 per cu. yd. at Metzger's commercial plant. It was hauled 9 miles and stockpiled at the south end of the project.

SC-6 and RC-3 cost $13.10 per ton delivered in Roseburg. Old equipment with consequent breakdowns increased the cost of oiling operations.

Adequate bid prices on this contract were offset by difficulties encountered by wet grading conditions and by continual failure of old equipment.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
OCT 1[illegible] 1939
[illegible]

FAS 14-[illegible]

October 16, 1939

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2175, for the construction of the Dixonville-Mud Hollow Section of the North Umpqua County Road in Douglas County, has been completed by the contractor, Clifford A. Dunn, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 26, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contrator in connection with this contract will be $26,111.56, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 14-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 14 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAS 14-A (2)
~~Hall Hill-Prairie City Sec.~~
~~John Day Highway~~
Dixonville Sec
North Umpqua Hwy

September 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Tron

Wa4 Pr- 1517

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 14-A (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved by the Secretary on the 26th day of May, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (2) of said project which were recommended for approval by the United States District Engineer on the 22nd day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, five hundred ninety and 00/100 dollars ($4,590.00) as the share of the United States payable under said act on account of Section A (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 239+90 in the N.W. 1/4, Section 23, and survey station 356+00 in the S.E. 1/4, Section 12, the westerly end of Section B (1) of said project, all in T. 27 S., R. 5 W., W.M.

, length 2.198 miles, in Douglas County, being Section A (2) of Oregon Federal Aid Secondary project No. FAS 14, consisting of 2.198 miles of roadway and no bridges, [illegible] of more than 20 feet clear span.

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or [illegible] reference to the Federal [illegible] the context requires, to conform to the President's First Plan of Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (2) of said project shall not in any event exceed the sum of four thousand, five hundred ninety and 00/100 dollars ($ 4,590.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Seven thousand, six hundred thirty-six and 00/100 dollars ($ 7,636.00), the approved total estimated cost of Section A (2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, Laws 1917; Chap. 21, Laws 1920.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—[illegible]

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of AUG 25 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By W. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 14-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 7,636.00 as the total estimated cost of said project, and the sum of $ 4,590.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of AUG 25 19[illegible]

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~Secretary of Agriculture~~

By H.J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FAS 14-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP 1[illegible] 19[illegible]
STATE H[illegible] COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Ore. FAS 14-B (1)
Mud Hollow Sec.
N. Umpqua Highway

September 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

wa4pr-1518

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 14-B (1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved by the Secretary on the 26th day of May, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (1) of said project which were recommended for approval by the United States District Engineer on the 22nd day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirteen thousand, eight hundred twenty and 00/100 dollars ($13,820.00) as the share of the United States payable under said act on account of Section B (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 356+00 in the S.E. 1/4 of Section 12, T. 27 S., R. 5 W., W.M., the easterly end of Section A (2) of said project, and survey station 431+50 in the S.W. 1/4 of Section 6, T. 27 S., R. 4 W., W.M.

, length 1.429 miles, in Douglas County, being Section B (1) of Oregon Federal Aid Secondary project No. FAS 14, consisting of 1.429 miles of roadway and no bridges, of more than 20 feet clear span.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that within a reasonable time after the completion of the improvement contemplated under this agreement it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the traffic needs and conditions thereon.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan of Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (1) of said project shall not in any event exceed the sum of thirteen thousand, eight hundred twenty and 00/100 dollars ($13,820.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-three thousand, twenty and 00/100 dollars ($23,020.00), the approved total estimated cost of Section B (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of AUG 25 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR

By H. J. O'Leary
Acting Commissionerof Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 14-B(1), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $23,020.00 as the total estimated cost of said project, and the sum of $13,820.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of AUG 25 1939

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR

By V. J. O'Leary
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—4630

FAS 14-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
SEP - 9 1939
STATE HIGHWAY COMMISSION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

September 8, 1939

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 14-B (1), Mud Hollow Section of North Umpqua Highway, ________________________, was made by a representative of this office on August 25, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Sr. Highway Engineer

Jcm

FA 14-A-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP - 9 1939
STATE HIGHWAY COMMISSION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 14-A (2), Dixonville Section of North Umpqua Highway, was made by a representative of this office on August 25, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jron

2175

August 30, 1939

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn on Contract No. 2175, for the construction of the Dixonville-Mud Hollow Section of the North Umpqua County Road in Douglas County. This payment will be made on or after September 9, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1—5M—3-30

[illegible] 14-11-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 19, 1939

Section Dixonville-Mud Hollow

Highway North Umpqua County Road

Contractor Clifford A. Dunn

Date of contract April 21, 1939

Date work started April 21, 1939

Amount of contract $ 27,870

Kind of work Grading & Oiling

Section prefix 810-1019

Contract number 2175

Date of completion Sept. 30, 1939

Estimated date of completion , 193

Per cent of time elapsed 71 %

~~Estimated~~ *cost of completed project, exclusive of engineering* $ 26,115

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1570, 0.06 %

Date project was completed August 12, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Turned in semi-final estimate on this project on Thursday of this week.

A J Ford

Signed A.J. Ford, Res. Eng'r.

Address Roseburg, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. 481, Oregon FAS 14-B (1)

RECEIVED
JUL 10 1939
OREGON
STATE HIGHWAY COMMISSION

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

2 Cm 6/10/39

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 10 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. 481, FAS 14-A (2)
Dixonville
North Umpqua Road

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

To Com
6/10/39

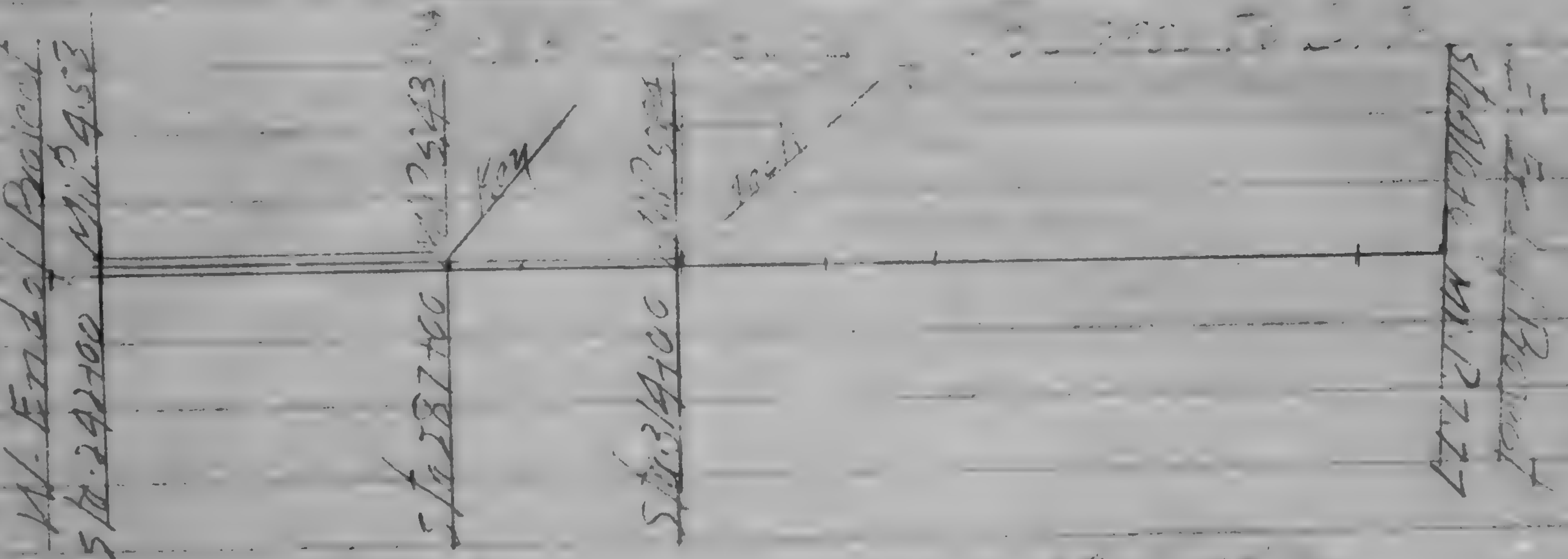
FAS-14-A-2

Daily Progress Report.
(Regular Form ordered from Salem, but another Form was sent in it's place)

Roseburg [illegible] 3[illegible]

N. Umpqua Co. Road [illegible]

[illegible]
S.C. 6% [illegible] 1.58 [illegible]
S.C. 6% [illegible] 1.55 [illegible] .372



Used [illegible]
Weather Fair

AJ Ford
[illegible] Ford
[illegible] Wood

RECEIVED
MAY 16 1939
FOR FILING

FAS 14-(2)

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Dixonville Section, Project No. FAS 14-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/OS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 14-A(2)

DIXONVILLE SECTION OF THE

NORTH UMPQUA ROAD IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 9, 1939

Oil Mat Surface Treatment

2.20	miles	Preparation of Base	$ 150.00	$ 330.00
1,370	cu. yds.	Mineral Aggregate in Place	3.00	4,110.00
94	tons	SC-6 Road Oil in Place	21.00	1,974.00
24	tons	Emulsified or Cutback Asphalt in Seal Coat	22.00	528.00
		Subtotal		$ 6,942
		10% Engr. & Cont.		694
		Total		$ 7,636

Length	2.198 miles
Cost per mile	$ 3,474

FAS Funds Requested- -	$ 4,590
State Funds- -	3,046
	$ 7,636

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

Funds for Maintenance: See agreement executed by County May 31, 1938 and by Highway Commission June 2, 1938

RECEIVED
MAY 1[illegible] 1939
FOR FILING

FAS 14-B1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Mud Hollow Section, Project No. FAS 14-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 14-B(1)

NEW HOLLOW SECTION OF THE
NORTH UMPQUA ROAD IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 4, 1939

Oil Mat Surface Treatment (Sta. 356+00 to 410+00)

All Required		Clearing and Grubbing		$ 358.00
100	cu. yds.	Trench Excavation	1.25	125.00
19,300	cu. yds.	Excavation, Single Classif.	.23	4,439.00
13,500	yd. sta.	Overhaul	.01	135.00
3,400	yd. mi.	Truck Haul	.20	680.00
1.02	miles	Finishing Roadbed and Slopes	400.00	408.00
1,800	lin. ft.	Rounding Cutbanks	.08	144.00
240	lin. ft.	18" Concrete Pipe	1.85	444.00
55	lin. ft.	36" Concrete Pipe	5.50	302.50
30	lin. ft.	Salvaging Culvert Pipe	.75	22.50
4,400	cu. yds.	Gravel Subbase	1.00	4,400.00
1,300	cu. yds.	Crushed Gravel Base	2.20	2,860.00
600	cu. yds.	Filler	.50	300.00
1,200	yd. mi.	Hauling Filler	.12	144.00
220	M-gal.	Sprinkling	1.25	275.00
1.02	miles	Preparation of Base	150.00	153.00
630	cu. yds.	Mineral Aggregate in Place	3.00	1,890.00
44	tons	80-6 Road Oil in Place	21.00	924.00
12	tons	Emulsified or Cutback Asphalt in Seal Coat	22.00	264.00
		Subtotal		$ 18,268
		10% Engr. & Cont.		1,826
		Total		$ 20,094

Length 1.022 miles
Cost per mile $ 19,661

Grading (Sta. 410+00 to 431+50)

All Required		Clearing and Grubbing	$ - -	$ 142.00
60	cu. yds.	Trench Excavation	1.25	75.00
4,700	cu. yds.	Excavation, Single Classif.	.23	1,081.00
3,000	yd. sta.	Overhaul	.01	30.00
4,300	yd. mi.	Truck Haul	.20	860.00
0.41	mile	Finishing Roadbed and Slopes	400.00	164.00
1,500	lin. ft.	Rounding Outbanks	.08	120.00
40	lin. ft.	12" Concrete Pipe	1.00	40.00
80	lin. ft.	18" Concrete Pipe	1.85	148.00
			Subtotal	$ 2,660
			10% Engr. & Cont.	266
			Total	$ 2,926

Length	0.407 mile
Cost per mile	$ 7,189

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
(Sta. 336+00 to 410+00)	$ 20,094	$ 12,063	$ 8,031
(Sta. 410+00 to 431+50)	2,926	1,757	1,169
	$ 23,020	$ 13,820	$ 9,200

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

Funds for Maintenance: See agreement executed by County March 23, 1939 and by Highway Commission April 7, 1939

RECEIVED
APR 28 1939
FOR FILING

7a814-a-2

April 27, 1939

Mr. Clifford A. Dunn

Klamath Falls, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2175 which was awarded to you on April 12, 1939, for grading, surfacing and oiling the Dixonville-Mud Hollow Section of the North Umpqua County Road, in Douglas County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

RECEIVED

7C-I 14-9-2

April 13, 1939

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2175 which was awarded to you on April 12, 1939, by the State Highway Commission, covering the grading, surfacing, and oiling of the Dixonville-Mud Hollow Section of the North Umpqua County Road, in Douglas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work on this contract in strict compliance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 13 1939
FOR FILING

38

April 12, 1939

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the grading, surfacing, and oiling of the Dixonville-Mud Hollow Section of the North Umpqua County Road, in Douglas County. This award was based on your bid of $27,870 submitted on April 7, 1939, which was the only bid received for this project.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC Secretary

[illegible] confirmed

M

TELEGRAM	☐	FULL RATE CABLE	☐
DAY LETTER	☐	DEFERRED CABLE	☐
NIGHT MESSAGE	☐	NIGHT CABLE LETTER	☐
NIGHT LETTER	☐	WEEK-END CABLE LETTER	☐
SHIP RADIOGRAM	☐	RADIOGRAM	☐

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM OREGON
APRIL 12, 1939

CLIFFORD A.DUNN

KLAMATH FALLS OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING DIXONVILLE-MUD HOLLOW SECTION OF NORTH UMPQUA COUNTY ROAD BASED ON YOUR BID SUBMITTED APRIL SEVENTH CONTRACT FORMS FOLLOW

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

MORRIS C BOWKER

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

14 a 2

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WI
FIRST VICE-

(10)

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

Received at 437 State St., Salem, Org., Tel. 3171

PRH24 32 DL GOVT=PORTLAND ORG 12 1059A

1939 APR 12 AM 11 17

R H BALDOCK=
STATE HIGHWAY ENGINEER

REURTEL TODAY WE CONCUR IN AWARD OF CONTRACT THIS DATE OREGON FAS 14A (2), FAS 14-B (1), DIXONVILLE-MUD HOLLOW SECTION NORTH UMPQUA ROAD, TO CLIFFORD A. DUNN, LOW BIDDER=

ANDREWS.

FAS 1-A (2) 14-B (1).

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

MORRIS C BOWKER.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 12, 1939

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

ACQUISITION RIGHTS OF WAY DIXONVILLE MUD HOLLOW PROJECT COMPLETED. PLEASE CONCUR IN AWARD CONTRACT TO CLIFFORD DUNN TODAY.

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

MORRIS C BOWKER.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(53)

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1939 APR 11 PM 2 55

PRH69 22=ROSEBURG ORG 11 245P

OSCAR CUTLER=

OREGON STATE HIGHWAY COMMISSION

THE COUNTY COURT SIGNED FINAL ORDER ADOPTING VIEWERS REPORT AND ESTABLISHING RELOCATED LINE OF NORTH UMPQUA ROAD AS COUNTY ROAD APRIL TENTH=

MORRIS C BOWKER.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

C
O
P
Y

14-B-1

April 10, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore

Attention: H. G. Smith

Dear Sir:

Please send the location data on the Dixonville Mud Hollow Section of the North Umpqua County Road to Ford as soon as possible.

If you have not already done so, please send the location data on the Bunker Hill Section to Coffey.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

RECEIVED
MAY 10 1939
FOR FILING

FAS14-B-1

April 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 8, 1939, we are sending, under separate cover, five blueprint copies of the typical cross-section sheet for the Mud Hollow-Dixonville Section, Project No. FAS 14-B (1), which sheet has been revised to show the typical grading section between Station 410+00 to 431+50.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

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FOR [illegible]

APR 10

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

7a2 14-F.1

April 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the typical section sheet forwarded with the P. S. and E. for Oregon FAS 14-B (1), the Dixonville Section of the North Umpqua Highway.

The typical section sheet does not indicate that only a portion of this project is to receive a gravel base and surfacing. Revised section sheets should be submitted with the P. S. and E. estimate showing that grading only is to be done between Sta. 410 and 431+50.

Referring to the revised project statement sketch map, the revision covers the extension of this project 0.12 mile in order to reach a balance in grading quantities for the next section to be improved. A change of this nature is not considered an appropriate subject for a revision of the project statement. Future projects should be carried to logical control points, such as indicated as desirable in memorandum of April 12, 1937.

Very truly yours,

W. H. Lynch

W. H. LYNCH,
District Engineer

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FOR FILING

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ORE.
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

96A-14-7-1

March 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 14-A (2), Dixonville section
Oregon FAS 14-B (1), Mud Hollow section
North Umpqua Highway

Dear Sir:

P.S.& E. documents for the above projects have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the minor extension recently submitted.

Concurrence in award will also be withheld until receipt of your certificate that all right of way has been secured.

It is understood that our recommendation for approval of this project is contingent upon the improvement being continued if and when funds are available.

Est. Corrected [illegible]

Reference is made to the estimate for grading Sta. 410 to Sta. 431+50. This estimate shows 80 ft. of 12" concrete pipe instead of 40 ft., and the item 80 ft. of 18" concrete pipe has been omitted. The bid sheet and plan summary are correct. The estimate items should be corrected when submitting the agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

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MAY 1 8 1939
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FAS 14-A-2

March 14, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of a statement concerning status of right of way for the Dixonville Section, Project No. FAS 14-A (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 14-A (2)

DIXONVILLE SECTION OF THE
NORTH UMPQUA ROAD IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 13, 1939

Oil Mat Surface Treatment

2.20	miles	Preparation of Base	$ 100.00	$ 220.00
1,370	cu. yds.	Mineral Aggregate in Place	3.00	4,110.00
94	tons	SC-6 Road Oil in Place	23.00	2,162.00
24	tons	Emulsified or Cutback Asphalt in Seal Coat	23.00	552.00
			Subtotal	$ 7,044
			10% Engr. & Cont.	704
			Total	$ 7,748

Length 2.198 miles

Cost per mile $ 3,525

FAS Funds Requested- -	$ 4,650
State Funds- -	3,098
	$ 7,748

DIXONVILLE SECTION

PROJECT NO. FAS 14-A (2)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 13, 1939

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MAY 16 1939
FOR FILING

FAS-14-B-1

March 14, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of a statement concerning status of right of way for the Mud Hollow Section, Project No. FAS 14-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 14-B(1)

MUD HOLLOW SECTION OF THE

NORTH UMPQUA ROAD IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 14, 1939

Oil Mat Surface Treatment (Sta. 756+00 to 810+00)

All Required		Clearing and Grubbing		$ 400.00
100	cu. yds.	Trench Excavation	$ 1.00	100.00
19,300	cu. yds.	Excavation, Single Classif.	.22	4,246.00
13,500	yd. sta.	Overhaul	.01	135.00
3,400	yd. mi.	Truck Haul	.12	408.00
1.02	miles	Finishing Roadbed and Slopes	300.00	306.00
1,800	lin. ft.	Rounding Cutbanks	.10	180.00
240	lin. ft.	18" Concrete Pipe	2.00	480.00
55	lin. ft.	36" Concrete Pipe	6.00	330.00
30	lin. ft.	Salvaging Culvert Pipe	.80	24.00
4,400	cu. yds.	Gravel Subbase	1.00	4,400.00
1,300	cu. yds.	Crushed Gravel Base	2.00	2,600.00
600	cu. yds.	Filler	.40	240.00
1,200	yd. mi.	Hauling Filler	.15	180.00
220	M-gal.	Sprinkling	1.25	275.00
1.02	mile	Preparation of Base	100.00	102.00
630	cu. yds.	Mineral Aggregate in Place	3.00	1,890.00
44	tons	SC-6 Road Oil in Place	23.00	1,012.00
12	tons	Emulsified or Cutback Asphalt in Seal Coat	23.00	276.00
			Subtotal	$ 17,584
			10% Engr. & Cont.	1,758
			Total	$ 19,342

Length 1.022 miles
Cost per mile $ 18,925

Grading (Sta. 410+00 to 431+50)

All Required		Clearing and Grubbing	$	$ 100.00
60	cu. yds.	Trench Excavation	1.00	60.00
4,700	cu. yds.	Excavation, Single Classif.	.22	1,034.00
3,000	yd. sta.	Overhaul	.01	30.00
4,300	yd. mi.	Truck Haul	.12	516.00
0.41	mile	Finishing Roadbed and Slopes	300.00	123.00
1,500	lin. ft.	Rounding Cutbanks	.10	150.00
80	lin. ft.	12" Concrete Pipe	1.00	80.00

Subtotal	$ 2,093
10% Engr. & Cont.	209
Total	$ 2,302

Length	0.407 mile
Cost per mile	$ 5,656

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
(Sta. 356+00 to 410+00)	$ 19,342	$ 11,617	$ 7,725
(Sta. 410+00 to 431+50)	2,302	1,383	919
	$ 21,644	$ 13,000	$ 8,644

MUD HOLLOW SECTION

PROJECT NO. FAS 14-B (1)

Negotiations for right of way are in progress on the project, but four parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured. It is now believed, however, that the right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 14, 1939

742-14-A-2

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MAR 11 1939
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Const
Projects
County Roads

March 11, 1939

Mr. E. G. Smith
Construction Engineer
OFFICE

Dear Sir:

Attached is an excerpt from the Highway Commission minutes of December 19, 1938, relative to the North Umpqua Highway. Mr. Baldock would like to know what has been done about this. Will you please advise.

Very truly yours,

Secretary

HBG:MBL

cc - R. H. Baldock

[illegible]

A delegation from Roseburg, consisting of County Judge Huron W. Clough, A. C. Marsters, W. C. Harding, and George H. Smith, representing the Board of Trustees of the Umpqua Highway Improvement District, came before the Commission in the interests of further improvements on the North Umpqua Highway. Judge Clough headed the group. They gave as their understanding that the Commission has budgeted the amount of $20,000 of federal aid secondary highway funds for the improvement of this road west of Dixonville toward Roseburg, and asked the Commission to reconsider the allocation and reconstruct the Mud Hollow Section instead, which section extends easterly from the improvement completed this year. They declared that the Mud Hollow Section needs improvement more than any other section between Roseburg and Glide; and, notwithstanding that it will cost about $28,000, which is $8,000 more than the amount that the Commission has budgeted for this road, urged it, stating their willingness to furnish right of way for the project at no cost to the state. The Commission agreed to give the matter consideration and let them know as soon as possible, so the county can proceed with the acquisition of the right of way in the event the change in projects is approved.

FORM S-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

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FEB 18 1939

RECEIVED
FEB 18 1939
STATE HIGHWAY COMMISSION

Const
Projects
County Roads

Feb. 17, 1939

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Under separate cover, we are sending the following data on the Mud Hollow Section of the North Umpqua County Road:

- 2 Copies of Special Provisions, Estimate of Cost, and Tabulation of Quantities
- 1 Profile on Tracing Cloth (original location profile revised)
- 1 White Print Map - 1" =100' Dixonville-Oak Creek
- 1 Roll Plotted Cross Sections
- 1 Roll Mass Diagram (revised)
- 1 Book Earthwork Computation Sheets (revised)

Right-of-way descriptions were turned over to the County some time ago and they are now working on the acquisition of the necessary land.

The gravel bar specified for the topping is owned by the County and they have said there would be no charge for the material taken for this project.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

FORM 5-A 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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STATE HIGHWAY COMMISSION

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JAN 30 1939
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Const
Projects
County Roads

Jan. 28, 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Reference is made to your letter of January 25th relative to the length and limits of the project set up on the North Umpqua County Road. The $28,000.00 allocated will cover the following work:

Grading from Station 356+60 to approximate Station
438+25 - 1.55 miles
Surfacing from Station 356+60 to approximate Station
412+00 - 1.05 miles
Oiling from Station 239+90 to approximate Station
418+00 - 3.23 miles

This constitutes the grading of 1.55 miles from the northerly terminus of last years project, the surfacing of 1.05 miles to a connection with the existing County Road approximately one mile north of the end of last years project, and the oiling of the section surfaced last year, in addition to the section to be surfaced this year.

The project named will be the Mud Hollow Section.

Very truly yours,

K. D. LYTLE
DivisionEngineer

By:

R. B. Sipprell
Office Engineer

RBS:C

cc: McCullough ✓

FORM 2..-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 26 1939
FOR FILING

Joint
Projects
County roads

January 25, 1939.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

Will you please advise the length and the limits of the project set up on the North Umpqua County Road. The project is set up for $28,000 for grading, and oiling - the oiling to include the Dixsonville Section just completed.

We are of the opinion that this section is the Dixsonville-Mud Hollow Section. If this is not correct please give us the name.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
C. B. McCullough

FORM 5-A-1 10M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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NOV 30 1938
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Const
Projects
County Roads

OREGON STATE HIGHWAY COMMISSION

SALEM

November 28th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Confirming telephone conversation of this morning, please submit right of way descriptions and project designation for the 1939 unit of the North Umpqua secondary project on county roads, in the amount of $20,000. This project should include oil for the new unit as well as last year's unit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT# 2176

FAS 207-C-1 Charleston-Sunset Bay Sec., 1939
Cape Arago Secon. Hwy.

2176

RECEIVED
JAN 29
[illegible]

FHS 217-C-1

January 27, 1940

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

At the meeting of the State Highway Commission held November 21, 1939, the following action was taken on your request for extension of time:

> "Leonard & Slate, Contract No. 2176, for grading, surfacing, and oiling the Charleston-Sunset Bay Section of the Cape Arago Secondary Highway, in Coos County, requested an extension of time from September 30 to October 28, 1939, within which to complete this project. They gave no reason for their failure to complete the project within the specified time limit. The Engineer advised that this contract was awarded on April 28, 1939, and work was started on May 8, 1939. The chief reason for the contractors' failure to complete the job within the specified time limit, he said, was that they were required to install some 1200 lineal feet of drain tile which was not included in the contract but was performed under special price agreement. It was his thought that the contractors are entitled to an extension of time to October 21, 1939, without penalty, but that they should be charged with the engineering expense incurred subsequent to that date, and he so recommended. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - K. D. Lytle

RECEIVED
JAN 15 1940
F.C.

FAS 207-C-1

January 15, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2176, for the construction of the Charleston-Sunset Bay Section of the Cape Arago Secondary Highway in Coos County, has been completed by the contractors, Leonard & Slate, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 25, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on thebond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $36,798.53, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock

FAS [illegible]

Final Cost Analysis Jan. 6th, 1[illegible]
Charleston-Sunset Bay Section
Cape Arago Secondary Highway in Coos County
Contract 2176 Prefix 106-1018
Leonard & Slate, Contractors E. E. Umphlette, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$457.47	100%				$1,000.00
Trench Excavation	567.63	517.2	cu. yd.	1.098	1.00	517.20
Single Class Excavation	4,349.31	20,919.3	" "	0.208	0.20	4,183.86
Overhaul	191.70	19,807.86	yd. sta.	0.010	0.01	198.08
Truck Haul	510.46	3,333.55	yd. mi.	0.153	0.10	333.36
Finishing Roadbed & Slopes	329.58	1.05	Mi.	313.886	300.00	315.00
Rounding Cutbanks	307.20	3,072	lin. ft.	0.100	0.10	307.20
12" Concrete Pipe	71.76	78	" "	0.920	1.00	78.00
18" " "	52.50	30	" "	1.750	2.00	60.00
24" " "	47.55	15	" "	3.170	3.50	52.50
84" Corr. Iron Pipe	1,600.73	109.5	" "	14.619	15.00	1,642.50
Salvage Culvert Pipe	71.73	99	" "	0.725	1.00	99.00
Salvage 1½" Water Pipe	21.15	141	" "	0.150	0.10	14.10
Salvage Surfacing Material	194.99	306	cu. yd.	0.637	0.50	153.00
2" - 0 Material in Base	7,920.95	2,822.5	" "	2.806	3.00	8,467.50
3/4"-0 " " "	2,868.47	938.5	" "	3.056	3.00	2,815.50
Sprinkling	497.41	293	M-Gal.	1.698	1.50	439.50
Preparation of Base	317.50	2.54	Mi.	125.00	100.00	254.00
Mineral Aggregate in Place	6,514.35	1,606.5	cu. yd.	4.055	4.25	6,827.63
SC-6 Road Oil in Place	2,215.17	90.415	Ton	24.500	30.00	2,712.45
RC-3 Asphalt in Place	1,511.08	67.159	"	22.500	30.00	2,014.77
3/4"-½" Crushed Mat'l in S.P.	1,036.56	370.2	cu. yd.	2.80	3.00	1,110.60
½"-¼" " " " "	959.84	342.8	" "	2.80	3.00	1,028.40
¼"-0 " " " "	439.87	157.1	" "	2.80	3.00	471.30

Contract 2176

Final Cost Analysis (Cont'd)

Item		Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
PA #1	8" Drain Tile	$615.45	1,220 lin. ft.	0.504	0.50	$610.00
"	Rock Backfill	867.92	258 cu. yd.	3.364	3.65	941.70
PA #2	Wood Box & Cartage	17.55	1	17.550	20.00	20.00
PA #3	Surplus 12" Conc. Pipe	20.28	39 lin. ft.	0.520	0.52	20.28
"	" 18" " "	3.45	3 " "	1.150	1.15	3.45
"	" 24" " "	6.81	3 " "	2.270	2.27	6.81
PA #4	RC-3 Asphalt in Barrels	30.05	1.727 Ton	17.400	17.40	30.05
"	SC-6 Road Oil " "	46.32	2.531 "	18.300	18.30	46.32
PA #5	1-3/4"-3/4" Cr. Mat'l in Stockpile	139.43	50.7 cu. yd.	2.750	2.75	139.43
		$34,802.22				$36,913.49

Gross Revenue	$36,913.49
Total Cost	34,802.22
Net Profit	$2,111.27

Net Profit Equals 5.72% of Gross Revenue

Contract 2176

Details of Cost

Labor:

Supervision		$295.00	
Labor		3,773.86	
State Industrial Accident	6½% of P/R	264.48	
Unemployment Compensation	3% of P/R	122.07	
Old Age Benefit	1% of P/R	40.69	$4,496.10

Materials:

12" Concrete Pipe	117	lin. ft.	at $0.52	$60.84	
18" " "	33	" "	" 1.15	37.95	
24" " "	18	" "	" 2.27	40.86	
84" Corr. Iron Pipe	109½	" "	" 12.40	1,357.80	
2"-0 Crushed Rock on Road	2,822.5	cu. yd.	" 2.50	7,056.25	
3/4"-0 " " " "	938.5	" "	" 2.75	2,580.87	
Mineral Aggregate in S.P.	1,606.5	" "	" 2.75	4,417.87	
3/4"-½" Cr. Rock " "	370.2	" "	" 2.75	1,018.05	
½"-¼" " " " "	342.8	" "	" 2.75	942.70	
¼"-0 " " " "	157.1	" "	" 2.75	432.02	
8" Drain Tile	1,200	lin. ft.	" 0.14	168.00	
" " "	33	" "	" 0.13	4.29	
Rock Backfill on Road	258	cu. yd.	" 3.10	799.80	
Wood Box for Spring				15.00	
1-3/4"-3/4" Cr. Rock in S.P.	50.7	cu. yd.	" 2.75	139.43	19,071.73

Miscellaneous:

Equipment Rental (Incl. Repairs)	$2,653.25	
Gas, Oil and Grease	452.50	
Move In (Not including labor)	120.00	
Freight & Cartage	36.00	
Miscellaneous & Small Tools	718.76	
Home Office Expense	738.27	
Bond	369.13	5,087.91

Sub-Contracted to Warren Northwest Roads:

Preparation of Base	2.54	Mi.	at $125.00	$317.50	
Mineral Aggregate in Place	1,606.5	cu. yd.	at 1.30	2,088.45	
SC-6 Road Oil in Place	90.415	Ton	" 24.50	2,215.17	
RC-3 Asphalt in Place	67.159	"	" 22.50	1,511.08	
RC-3 " " Barrels	1.727	"	" 17.40	30.05	
SC-6 Road Oil Barrelled	2.531	"	" 18.30	46.32	
				$6,208.57	
Less Bond 1%				62.09	6,146.48

Total Cost	$34,802.22

Contract 2176

REMARKS:

This was a Federal Aid Secondary Project and consisted of construction of 1.05 miles of highway roadbed; salvaging of approximately 400 cubic yards of surfacing materials; construction of 1.05 miles of rock base; application of 2.54 miles of oil mat surface treatment (Type 0-11 Modified); furnishing of approximately 850 cubic yards of crushed rock in stockpiles; and other incidental work. The contract was bid April 7th, 1939, awarded April 28th. Work was started May 8th, suspended May 25th, resumed July 5th, and completed October 28th, 1939. As the specified completion date was September 30th, an extension of time was requested and granted.

Clearing and grubbing was light and consisted of small trees and brush along the existing roadbed.

Cost of trench excavation was high as considerable hard material was encountered and the work was done in the winter when wet conditions hampered operations.

The roadbed grading section was 1.05 miles in length. The middle .27 mile was a cut containing about 16,000 cubic yards, the upper portion being clay overburden on a strata of hard sandstone. The entire cut was excavated with a D 8 cat equipped with a rear end dozer and a heavy duty ripper, and a D 8 cat and two 12-yard LeTourneau scrapers. One side of the cut was taken out at a time leaving a single lane for traffic at all times. Springs were encountered in the cut which made excavation more difficult. The two end sections of the grading area were embankments built up by sidecasting and by material hauled from the cut. Approximately 7,300 cubic yards were sidecast. 7,000 Cubic yards were hauled an average of 650 feet, and 6,700 cubic yards were hauled an average of 1,670 feet. Total yardage moved, 20,919 cubic yards, required 436 hours of dozer and ripper time and 124 hours of cat and scraper time, averaging 37 cubic yards per equipment hour. The scraper unit moved approximately 10,200 cubic yards at a rate of 82 cubic yards per hour. The cat and ripper was used about 145 hours and the cat and dozer was used about 291 hours. The dozer moved 10,800 cubic yards in 291 hours at a rate of 37 cubic yards per hour.

Inexperienced slopers and heavy logging truck traffic which kept the grade cut up caused a high cost of finishing roadbed and slopes.

Salvaging surface material cost $0.21 per cubic yard in stockpile, $0.33 per cubic yard to pick up and place on the road and $0.09 per cubic yard for street work.

All items of crushed rock were purchased from Hilstrom Bros. who furnished the rock from a plant on Kentuck Slough east of Coos Bay. The material was barged to Charleston and hauled to the road or into stockpile on the south side of the highway at a point 1,600 feet east of the east end of the project. 2" - 0 and 3/4" - 0 Crushed rock for base cost $2.50 and $2.75 per cubic yard respectively, delivered on the road. Street work cost $0.306 per cubic yard.

The equipment used for sprinkling was old and numerous breakdowns increased the cost of this item.

Remarks - Continued.

Preparation of base was sub-contracted as were all oiling items to Warren Northwest Roads, Inc. Preparation was sub-contracted for $125.00 per mile which was $25.00 per mile in excess of the contractor's bid.

Mineral aggregate was purchased in the stockpile at $2.75 per cubic yard. Placing mineral aggregate was sub-contracted at $1.30 per cubic yard.

SC-6 road oil and RC-3 asphalt were each bid at $30.00 per ton and sub-contracted at $24.50 per ton for SC-6 and $22.50 per ton for RC-3. The suc-contractor purchased RC-3 at $9.50 per ton f.o.b. Portland plus $5.90 per ton for freight to North Bend, and SC-6 at $4.90 per ton f.o.b. Bay District plus $11.40 per ton freight to North Bend.

Crushed rock in stockpile was purchased at $2.75 per cubic yard delivered in stockpiles.

Although grading operations were done in a very efficient manner under capable supervision, difficulties were imposed by wet grade, excavation material of intermediate classification and necessity of keeping the grade open to traffic. Bid prices were too low under these conditions, and a loss was suffered on grading items. Crushed materials were purchased, and oiling items were subcontracted at prices which realized profits sufficient to offset the loss on grading and show a net profit on the job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#2176

FAS 207-[illegible]-1

December 11, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate on Contract No. 2176, Charleston-Sunset Bay Section of the Cape Arago Secondary Highway in Coos County. This payment will be made on or after December 21, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 207-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

December 5, 1939

DEC 6 - 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAS 207-C (1), Charleston-Sunset Bay Section, Cape Arago Highway, was made by a representative of this office on November 28, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis.
T. M. Davis,
Senior Highway Engineer.

Form [illegible]

[illegible]7-C-1

OREGON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 28, 1939

Section Charleston-Sunset Bay

Kind of work Grading, Surfacing, and Oiling

Highway Cape Arago Secondary

Section prefix 106-1018

Contractor Leonard and Slate

Contract number 2176

Date of contract April 28, 1939

Date of completion Sept. 30, 1939

Date work started May 8, 1939

Estimated date of completion October 28, 1939

Amount of contract $36,845.00

Per cent of time elapsed 120 %

Estimated cost of completed project, exclusive of engineering $36,845.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1890.99, 5.2 %

Date project was completed October 28, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Contractor this week placing crushed materials in stockpiles at siteopposite East end of Charleston. Material is being furnished and delivered by a commercial plant. Project was completed on Saturday, October 28, 1939.

ENGINEERING

Tuesday Transit party measuring rounding of cutbanks, and remeasiring stockpiles.

Signed E. E. [illegible]

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.05	1.05		2.54	
Miles partially completed					
Miles completed	1.05	1.05		2.54	
Total estimated quantities	21,000	4,000		Completed	
Estimated quantities moved or placed to date	20,993.8	3200			
Average daily quantities	Completed	Completed			
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Coos COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	1				1	2	2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Cloudy		

FORM 5-A-1 5M 4-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
STATE HIGHWAY COMMISSION

712 207-C-1

Oct. 3, 1939

Leonard & Slate
Multnomah
Oregon

Gentlemen:

The work on the Charleston-Sunset Bay Section of the Cape Arago Secondary Highway was not completed by Sept. 30th, as specified in the Contract.

It will, therefore, be necessary for you to apply for an Extension of Time sufficient to complete the work. Your application should be accompanied by the written consent of your surety.

Very truly yours,

E. D. LYTLE
Division Engineer

EDL:G

cc: Glaisyer ✓

FAS 207-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP 14 1939
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 207-C (1)
Charleston-Sunset Way Sec.
Cape Arago Highway

September 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

Wayne-1520

Form P. R. 2

State Oregon

Federal Aid Secondary
Project No. FAS 207-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1939

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 7th day of March, 1939, a revised project statement, which was approved by the Secretary on the 28th day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the United States District Engineer on the 22d day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-two thousand, three hundred thirty and 00/100 dollars ($22,330.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 266+33.83, in the SE 1/4, Section 2, T. 26 S., R. 14 W., W. M., the west end of Section A of said project, and survey station 395+20 in the SW 1/4, Section 4, T. 26 S., R. 14 W., W. M.

, length 2.442 miles, in Coos County, being Section C(1) of Oregon Fed.Aid Secondary project No. FAS 207, consisting of 2.442 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,. [illegible]

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the
terms "Secretary" or "Secretary of
Agriculture" appear they shall in-
clude or have reference to the Federal
Works Administrator, as the context
requires, to conform to the President's
First Plan on Government Reorganization
under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of twenty-two thousand, three hundred thirty and 00/100 dollars ($22,330.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-seven thousand, two hundred two and 00/100 dollars ($37,202.00), the approved total estimated cost of Section C(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of AUG 24 1939, 19......

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
[illegible]

By W J O'Leary
~~Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary ~~P~~roject No. FAS 29 7-C(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 37,202.00 as the total estimated cost of said project, and the sum of $ 22,330.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of ....
one thousand nine hundred and AUG 24 1939

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture,~~

By W. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4000

Whenever [illegible] the term [illegible] of Agriculture [illegible] Federal [illegible] President's First [illegible] Reorganization under the Reorganization Act of 1939.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
JUL 10 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 207-C (1)
Charleston-Sunset Bay Section
Cape Arago Highway

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 17 1939
FOR FILING

FAS 207 C-1

May 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of May 15, 1939, we are sending, under separate cover, four blueprint copies of plan sheet number 2 for Project No. FAS 207 ~~205~~-C (1), which sheet has been revised to show the graded roadway width between Stations 261+20 and 339+80.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 16 1939
OREGON
STATE HIGHWAY COMMISSION

May 15, 1939

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to proposed agreement estimate for Oregon Federal Aid Secondary Project FAS 207-C (1), Charleston-Sunset Bay Section of the Cape Arago Highway.

Four copies of Plan Sheet No. 2, revised to show the graded width of roadway between Stations 261+20 and 339+80, should be sent to this office for forwarding with the estimate.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

RECEIVED
MAY 15 1939
FOR FILING

70S 207-a-2

May 15, 1939

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2176 which was awarded to you on April 26, 1939, by the State Highway Commission, covering the grading, surfacing, and oiling of the Charleston-Sunset Bay Section of the Cape Arago Secondary Highway, in Coos County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
MAY 16 1939
FOR FILING

207-C-1

May 11, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the agreement estimate for the Charleston-Sunset Bay Section, Project No. FAS 207-C (1), sent to you on May 10, 1939.

It has been noted that the beginning of the project is shown on the estimate as Station 266+38.8 instead of Station 366+33.83. The stationing is shown correctly on the table and detail plan sheets, but is shown incorrectly on the quantity summary sheet.

We are enclosing seven copies of corrected estimate which, likewise, shows the length as 2.442 miles instead of 2.443 miles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 207-C(1)

CHARLESTON-SUNSET BAY SECTION

OF THE CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 11, 1939

(Sta. 266+33.83 to 395+20)

All Required		Clearing and Grubbing	$ - -	$ 1,000.00
80	cu. yds.	Trench Excavation	1.00	80.00
21,000	cu. yds.	Excavation, Single Classif.	.20	4,200.00
20,000	yd. sta.	Overhaul	.01	200.00
4,000	yd. mi.	Truck Haul	.10	400.00
1.05	miles	Finishing Roadbed and Slopes	300.00	315.00
4,700	lin. ft.	Rounding Cutbanks	.10	470.00
120	lin. ft.	12" Concrete Pipe	1.00	120.00
15	lin. ft.	18" Concrete Pipe	2.00	30.00
30	lin. ft.	24" Concrete Pipe	3.50	105.00
110	lin. ft.	84" Corr. Iron Pipe	15.00	1,650.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
360	lin. ft.	Salvaging 1½" Water Pipe	.10	36.00
400	cu. yds.	Salvaging Surfacing Materials	.50	200.00
3,000	cu. yds.	2" - 0" Materials in Base	3.00	9,000.00
1,000	cu. yds.	3/4" - 0" Materials in Base	3.00	3,000.00
400	cu. yds.	Filler	.30	120.00
400	yd. mi.	Hauling Filler	.20	80.00
300	M-gal.	Sprinkling	1.50	450.00
2.44	miles	Preparation of Base	100.00	244.00
1,640	cu. yds.	Mineral Aggregate in Place	4.25	6,970.00
104	tons	SC-6 Road Oil in Place	30.00	3,120.00
65	tons	Emulsified or RC-3 Asphalt in Place	30.00	1,950.00
			Subtotal	$ 33,820
			10% Engr. & Cont.	3,382
			Total	$ 37,202

Length 2.442 miles
Cost per mile $ 15,234

FAS Funds Requested- -$ 22,330
State Funds- 14,872

$ 37,202

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 207-C(1)

CHARLESTON-SUNSET BAY SECTION

OF THE CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1939

22.72
(Sta. 266+~~[illegible]~~ to 395+20)

All Required		Clearing and Grubbing	$ - -	$ 1,000.00
80	cu. yds.	Trench Excavation	1.00	80.00
21,000	cu. yds.	Excavation, Single Classif.	.20	4,200.00
20,000	yd. sta.	Overhaul	.01	200.00
4,000	yd. mi.	Truck Haul	.10	400.00
1.05	miles	Finishing Roadbed and Slopes	300.00	315.00
4,700	lin. ft.	Rounding Cutbanks	.10	470.00
120	lin. ft.	12" Concrete Pipe	1.00	120.00
15	lin. ft.	18" Concrete Pipe	2.00	30.00
30	lin. ft.	24" Concrete Pipe	3.50	105.00
110	lin. ft.	84" Corr. Iron Pipe	15.00	1,650.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
360	lin. ft.	Salvaging 1½" Water Pipe	.10	36.00
400	cu. yds.	Salvaging Surfacing Materials	.50	200.00
3,000	cu. yds.	2" - 0" Materials in Base	3.00	9,000.00
1,000	cu. yds.	3/4" - 0" Materials in Base	3.00	3,000.00
400	cu. yds.	Filler	.30	120.00
400	yd. mi.	Hauling Filler	.20	80.00
300	M-gal.	Sprinkling	1.50	450.00
2.44	miles	Preparation of Base	100.00	244.00
1,640	cu. yds.	Mineral Aggregate in Place	4.25	6,970.00
104	tons	RC-6 Road Oil in Place	30.00	3,120.00
65	tons	Emulsified or RC-3 Asphalt in Place	30.00	1,950.00
			Subtotal	$ 33,820
			10% Engr. & Cont.	3,382
			Total	$ 37,202

Length ~~2.443~~ 2.442 miles
Cost per mile $ ~~15,227~~ 15,234

FAS Funds Requested- $ 22,330
State Funds- 14,872

$ 37,202

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

RECEIVED
MAY 16 1939
FOR FILING

207-C-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Charleston-Sunset Bay Section, to which has been assigned Project No. FAS 207-C (1), as suggested in your letter of April 19, 1939.

The short section between Station 261+20 and 266+38.0 which extends on Project No. 207-A will be constructed as a State project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 207-B(1)

CHARLESTON-SUNSET BAY SECTION

OF THE CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1939

(Sta. 266+38.8 to 395+20)

All Required		Clearing and Grubbing	$ - -	$ 1,000.00
80	cu. yds.	Trench Excavation	1.00	80.00
21,000	cu. yds.	Excavation, Single Classif.	.20	4,200.00
20,000	yd. sta.	Overhaul	.01	200.00
4,000	yd. mi.	Truck Haul	.10	400.00
1.05	miles	Finishing Roadbed and Slopes	300.00	315.00
4,700	lin. ft.	Rounding Cutbanks	.10	470.00
120	lin. ft.	12" Concrete Pipe	1.00	120.00
15	lin. ft.	18" Concrete Pipe	2.00	30.00
30	lin. ft.	24" Concrete Pipe	3.50	105.00
110	lin. ft.	84" Corr. Iron Pipe	15.00	1,650.00
60	lin. ft.	Salvaging Culvert Pipe	1.00	60.00
360	lin. ft.	Salvaging 1½" Water Pipe	.10	36.00
400	cu. yds.	Salvaging Surfacing Materials	.50	200.00
3,000	cu. yds.	2" - 0" Materials in Base	3.00	9,000.00
1,000	cu. yds.	3/4" - 0" Materials in Base	3.00	3,000.00
400	cu. yds.	Filler	.30	120.00
400	yd. mi.	Hauling Filler	.20	80.00
300	M-gal.	Sprinkling	1.50	450.00
2.44	miles	Preparation of Base	100.00	244.00
1,640	cu. yds.	Mineral Aggregate in Place	4.25	6,970.00
104	tons	SC-6 Road Oil in Place	30.00	3,120.00
65	tons	Emulsified or RC-3 Asphalt in Place	30.00	1,950.00
		Subtotal		$ 33,820
		10% Engr. & Cont.		3,382
		Total		$ 37,202

Length 2.443 miles
Cost per mile $ 15,227

FAS Funds Requested- $ 22,330
State Funds- 14,872

$ 37,202

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

(52)

FAS 207-C-1

April 28, 1939

Leonard and Slate,
Multnomah, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the grading and surfacing of the Charleston-Sunset Bay Section of the Cape Arago Secondary Highway in Coos County. This award was based on your low bid of $36,845 submitted on April 7, 1939.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

get confirmed

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
APRIL 28, 1939

LEONARD AND SLATE
MULTNOMAH, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING THE CHARLESTON SUNSET BAY SECTION OF THE CAPE ARAGO SECONDARY HIGHWAY IN COOS COUNTY. ThIS AWARD BASED ON LOW BID SUBMITTED BY YOU APRIL SEVENTH CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

File

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MAY 1 1939
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MAY 1 - 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 207-C-1

April 28, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon FAS 207-C (1), the Charleston-Sunset Bay section of the Cape Arago Secondary Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 1 - 1939
FOR FILING

7120075

April 29, 1939

LEONARD & SLATE

Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2176 which was awarded to you on April 28, 1939, by the State Highway Commission for the grading, surfacing, and oiling of the Charleston-Sunset Bay Section of the Cape Arago Secondary Highway, in Coos County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance with the same.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
MAY 3 - 1939
FOR FILING

FAS 207-C-1

April 27, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As all rights of way for the Charleston-Sunset Bay Project, FAS 207-C (1), have been acquired, we desire to make award of contract to Leonard & Slate of Multnomah, Oregon, on the basis of the bid submitted by them on April 7th, the award to be made as of April 28, 1939.

May we have your concurrence in the award as above indicated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM 2-K-1 3M 6-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAY 4 - 1939
FOR FILING

April 27, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

This is to advise you that we now have cleared all right of way matters on the Charleston-Sunset Bay Section of the Cape Arago Highway, upon which bids were received on April seventh, so from a right of way standpoint the project is clear for the awarding of a contract.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

REFERRED TO
Probert
By State Highway Engineer

JWD:AW
cc Mr. S. H. Probert
Mr. H. G. Smith

REFERRED TO
HGS
By Asst. State Highway Engineer

RECEIVED
MAY [illegible] 1939
FOR FILES

RECEIVED
APR 20 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 207-C-1

April 19, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers submitted with your letter of March 17th, 1939, for Oregon FAS 207-A (2), the Charleston-Sunset Bay Section, Cape Arago Highway.

This work consisted of 1.05 miles of new grading and surfacing and a total of 2.54 miles of oil mat wearing surface, of which .097 mi. overlapped on NRS 207-A.

We are advised that it is not satisfactory to extend Project 207-A for an additional distance of 2.443 miles and that the work must be segregated into two projects, the section Station 266+38.8 to 395+20 as project FAS 207-C (1) and the portion of NRS 207-A as FAS 207-A (2).

We will make the change in the papers submitted so as to designate them FAS 207-C (1), and it will be necessary for you to submit separate papers covering the work on Section A if Federal participation is desired.

Please advise at your early convenience.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

207-C(1) OK
Jro

Portion on 207-A(2) to
be state project

RECEIVED
MAY 1 1939
FOR FILING

RECEIVED
MAR 24 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

207-C-1

March 22, 1939

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

207-C1

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project FAS 207-A (2), the Charleston-Sunset Bay Section of the Cape Arago Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld until the project statement has been approved and the right-of-way has been acquired.

Very truly yours,

W. H. LYNCH,
District Engineer

By F. E. Andrews
F. E. Andrews,
Senior Highway Engineer

RECEIVED
MAY 10 1939
FOR FILING

207-C-1

March 17, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir: 207-C11

Herewith are enclosed seven copies of estimate and five copies of right of way statement for the Charleston-Sunset Bay Section, Project No. FAS 207-A (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

CHARLESTON-SUNSET BAY SECTION

PROJECT NO. FAS ~~207-A (2)~~

207-C(1)

While negotiations for right of way are in progress, some three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 18 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 17, 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS ~~207-A (2)~~
207-C(1)

CHARLESTON-SUNSET BAY SECTION

OF THE CAPE ARAGO HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.

Salem, Oregon, March 16, 1939

(Sta. 261+20 to 266+38.8)

0.10	mile	Preparation of Base	$ 100.00	$ 10.00
60	cu. yds.	Mineral Aggregate in Place	4.00	240.00
4	tons	SC-6 Road Oil in Place	22.00	88.00
3	tons	Emulsified or RC-3 Asphalt in Place	22.00	66.00
		Subtotal		$ 404
		10% Engr. & Cont.		40
		Total		$ 444

Length	.097 mile
Cost per mile	$ 4,577

(Sta. 266+38.8 to 295+20)

All Required		Clearing and Grubbing	$	600.00
80	cu. yds.	Trench Excavation	1.00	80.00
21,000	cu. yds.	Excavation, Single Classif.	.32	6,720.00
20,000	yd. sta.	Overhaul	.01	200.00
4,000	yd. mi.	Truck Haul	.12	480.00
1.05	miles	Finishing Roadbed and Slopes	200.00	210.00
4,700	lin. ft.	Rounding Cutbanks	.10	470.00
120	lin. ft.	12" Concrete Pipe	1.50	180.00
15	lin. ft.	18" Concrete Pipe	2.00	30.00
30	lin. ft.	24" Concrete Pipe	3.00	90.00
110	lin. ft.	84" Corr. Iron Pipe	15.00	1,650.00
80	lin. ft.	Salvaging Culvert Pipe	.80	64.00
360	lin. ft.	Salvaging 1½" Water Pipe	.10	36.00
400	cu. yds.	Salvaging Surfacing Materials	.75	300.00
3,000	cu. yds.	2" - 0" Materials in Base	2.90	8,700.00
1,000	cu. yds.	3/4" - 0" Materials in Base	2.90	2,900.00
400	cu. yds.	Filler	.40	160.00
400	yd. mi.	Hauling Filler	.15	60.00
300	M-gal.	Sprinkling	1.50	450.00

2.44	miles	Preparation of Base	$ 100.00	$ 244.00
1,640	cu. yds.	Mineral Aggregate in Place	4.00	6,560.00
104	tons	SC-6 Road Oil in Place	22.00	2,288.00
65	tons	Emulsified or RC-3 Asphalt in Place	22.00	1,430.00
			Subtotal	$33,902
			10% Engr. & Cont.	3,390
			Total	$37,292

Length 2.443 miles
Cost per mile $ 15,264

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
(Sta. 261+20 to 266+38.8)	$ 444	$ 266	$ 178
(Sta. 266+38.8 to 395+20)	37,292	22,384	14,908
	$ 37,736	$ 22,650	$ 15,086

FORM 8-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 9 - 193
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Coast
Projects
Secondary

March 8, 1939

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

You will note that my estimate on the Cape Arago job is approximately $2000.00 less than the amount set-up for the work. The project was stopped at the Light House Road in order to make a good connection with the present highway.

Mr. Coffey has not yet sent in the descriptions but he has promised to do so tonight.

You will note that we have substituted 84-Inch culverts for the bridges previously shown on the plans. I thought they would be less expensive and more satisfactory. These structures are used as cattle passes as well as water openings. The 84-Inch size was used with the idea that a smaller pipe, which would still be large enough for a cattle pass, could be placed inside whenever the original pipe should be renewed.

Please keep asphalt coating on pipe as that is necessary in the Coast country.

Very truly yours,

K. D. LYTLE
DivisionEngineer

cc: Baldock ✓

FORM 9-4-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 30 1939
STATE HIGHWAY COMMISSION

RECEIVED
JAN 30 1939
FOR FILING

Coast
Projects
Secondary

January 29, 1939

R. H. Baldock,
State Highway Engineer,
Salem, Oregon

NOTED
Asst State Highway Engineer

Attn: H. G. Smith

Dear Sir:

Reference is made to Mr. Lytle's letter of yesterday regarding the amount of work that could be performed with the $40,000 set up for this year's project on the Cape Arago Highway. ✓

I talked to Mr. Coffey on the phone yesterday afternoon and he advised that this amount would cover only the grading and surfacing of 1.25 miles beyond the current project, or to Station 405, and the oiling of both sections, or from Station 261+20 to Station 405.

I informed Mr. Lytle of this last night after his return from Grants Pass and he asked me to write to you today.

Reference is also made to our letter of January 27th relative to the Butte Falls FAS Project. The stationing in the fourth line of the first paragraph should have read 486+82.

Very truly yours,

K. D. LYTLE,
Division Engineer

By R. B. Sipprell
R. B. Sipprell,
Office Engineer

cc: C.B.McCullough ✓

CONTRACT# [redacted] 2177

WPGH 83(7) Lobert Overcrossing, The Dalles-California Hwy. 1939

2177

RECEIVED
SEP 15 1940
FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

WPGH 83-7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 13 1940
STATE

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Ore. WPGH 83 (7)
Lobert Overcrossing Sec.
The Dalles-Calif. Hwy.

September 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the **modified** project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Fun

ER-WA4pr.—39

Oregon U.S. Works Program
Grade Crossing Project WPGH 83 (7)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 18, 1939 by the Administrator and on August 18, 1939 by the Oregon State Highway Commission, the said parties entered into an agreement for the improvement of that certain project described therein and designated as Oregon U.S. Works Program Grade Crossing Project No. WPGH 83 (7); and

WHEREAS, the State Highway Department of Oregon has requested the Administrator to approve a revision of the estimate for said project to provide for increasing the Federal funds allotted to the project from $20,816.00 to $29,000.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimate and the sum of twenty-nine thousand and 00/100 dollars ($29,000.00), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually

put into the construction of said project shall not in any event exceed the sum of twenty-nine thousand, and 00/100 dollars ($29,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-two thousand, nine hundred sixty-four and 30/100 dollars ($32,964.30), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Aug 16 1940, and the Administrator on AUG 27 1940.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Oregon U.S. Works Program
Grade Crossing Project WPGH 83(7).

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as U.S. Works Program Grade Crossing Project No. WPGH 83(7) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 32,964.30 in lieu of the $20,816.00 approved by Certificate of September 18, 1939 as the total estimated cost of said project, and the sum of $29,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of AUG 27 1940

one thousand nine hundred and ....

Federal Works Administrator,

By ....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10139

WPGH 83-7

(Stencil #28)

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FOR FILING

PUBLIC WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPGH 83 (7)
Lobert Overcrossing
The Dalles-California Hwy.

August 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
JUL 15 1940
FOR FILING

53-7

July 11, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 5900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Lebert Overcrossing, Project No. WPGM 65 (T).

It is our request that the funds be WPGM increased from $20,816.00 to $29,000.00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/MR

Encl.

Oregon State Highway Department

Works Program Grade Crossing
Project No. WPGH 83 (7)

LOBERT OVERCROSSING ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 11, 1940

980	cu. yds.	Structural Excavation	$ 1.75	$ 1,715.00
20	cu. yds.	Structural Excavation Below Plans	1.75	35.00
720	cu. yds.	Class "D" Concrete	23.00	16,560.00
126,000	lbs.	Metal Reinforcement	0.045	5,670.00
560	lin. ft.	Concrete Handrail	4.00	2,240.00
				$ 26,220.00

Work to Be Performed by Southern Pacific Company's Forces:

All Required	Move and Reestablish Telegraph and Signal Lines, Install Guard Rails, etc.	$ 2,223.00
	Subtotal	$ 28,443.00
	10% Engr. & Cont.	2,844.30
	R. R. Engr.	1,677.00
	Total	$ 32,964.30

Length 0.031 mile

WPGH Funds Requested	$ 29,000.00
State Funds	3,964.30
	$ 32,964.30

Estimated Labor Required	12,000 man-hours
Cost of Labor	$ 10,000
Cost of Materials	$ 10,000

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 41, Laws 1927

83-7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

RECEIVED
JAN [illegible]
FOR [illegible]

December 27, 1939

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 4 - [illegible]
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon WPGH 83 (7), Lobert Overcrossing ________, was made by a representative of this office on December 13, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
T. M. Davis,
Senior Highway Engineer.

#2233
2177

Form E-30—Revised

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1939

WPGH 55-7

Subject: Lobert Overcrossing

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Edlefsen-Weygandt Company, contractors on the Lobert Overcrossing, Contract No. 2177, completed the project on December 13, 1939. Will you please secure authority from the Commission to pay the final estimate.

No extension of time will be required, as the work was finished within the time specified in the contract.

Yours very truly,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Bridge Office Engineer

:TH

APPROVED BY HIGHWAY COMMISSION
DATE 12/20/39

WPGH 83-7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 13 1939

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124
Oregon WPGH 83 (7)
Lobert Overcrossing
The Dalles-Calif. Hwy.

October 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

-WA4pr — 39

Form P. R. 2

State Oregon

U.S. Works Program Grade Crossing Project No. WPGH 88 (7)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of August, 1937 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly the Emergency Relief Appropriation Act of 1935, approved April 8, 1935 (Public Res. No. 11, 74th Cong.):

Whereas the Highway Department of said State submitted on the 20th day of March, 1936, ~~a~~ revised project statement, which was approved by the Secretary on the 18th day of April, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section ________ of said project which were recommended for approval by the United States District Engineer on the 3rd day of May, 1936; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of Twenty thousand, eight hundred sixteen and 00/100 dollars ($20,816.00) as the share of the United States payable under said act on account of Section ________ of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5512

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds appropriated under act approved April 8, 1935, (Public Res. No. 11, 74th Cong.) and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 178, Laws of 1917 and Chap. 31, Laws of 1929.

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1249+56.5 and survey station 1252+23.5, all in section 21, T. 35 S., R. 7 E., W.M.,

, length 0.031 miles, in Klamath County,

being ~~[illegible]~~ U.S. Works Program Grade Crossing / project No. WPGH 85(7), consisting of ~~[illegible]~~ 1 bridges ~~[illegible]~~ of more than 20 feet clear span, 0.031 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of Twenty thousand, eight hundred sixteen and 00/100 dollars ($20,816.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Thirty-two thousand, nine hundred sixty-four and 30/100 dollars ($32,964.30), the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1917.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of SEP 18 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~SECRETARY OF AGRICULTURE,~~

By O'Leary
~~Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Works Program Grade Crossing Project No. WPGH 83 (7) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 52,964.50 as the total estimated cost of said project, and the sum of $ 20,816.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 18 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~Secretary of Agriculture~~

By T. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 3—4020

Wherever in this [illegible] terms "Secretary" or "[illegible] Agriculture" appear [illegible] clude or [illegible] Works Administrator, [illegible] requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of [illegible].

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

RECEIVED
JUL 20 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon WPGH 83 (7)
Lobert Overcrossing Sec.
The Dalles-California Hwy.

July 19, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

RECEIVED
JUN 16 1939
[illegible]

10-24-83-7

June 16, 1939

Eilefsen-Weygandt Co.
9233 North Calvert Avenue
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2177 which was awarded to you on May 18, 1939, for construction of the Lobert Overcrossing on The Dalles-California Highway, in Klamath County. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
JUN 9 - 1939
FOR FILING

7-P2-H 83-7

June 9, 1939

EDLEFSEN-WEYGANDT COMPANY
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

On May 27 we forwarded to you by express four copies of the contract for the Lobert Overcrossing structure on The Dalles-California Highway, in Klamath County, which was awarded to you on May 18.

To date we have not received the contract nor have we received a reply from you. Will you please advise whether or not you received the copies and when we may expect to have them returned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

RECEIVED
JUN 3 - 1939
FOR

WPGH 83-7

May 31, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lobert Overcrossing, Project No. WPGH 83 (7).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Works Program Grade Crossing
Project No. WPGM 83 (7)

LORELLA OVERCROSSING ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 29, 1939

980	cu. yds.	Structural Excavation	$ 1.75	$ 1,715.00
20	cu. yds.	Structural Excavation Below Plans	1.75	35.00
720	cu. yds.	Class "D" Concrete	23.00	16,560.00
126,000	lbs.	Metal Reinforcement	.045	5,670.00
560	lin. ft.	Concrete Handrail	4.00	2,240.00
				$ 26,220.00

Work to Be Performed by Southern Pacific Company's Forces

All Required	Move and Reestablish Telegraph and Signal Lines, Install Guard Rails, etc.	$ 2,223.00
	Subtotal	$ 28,443.00
	10% Engr. & Cont.	2,844.30
	R. R. Engr.	1,677.00
	Total	$ 32,964.30

Length .051 mile

WPGM Funds Requested - $ 20,816.00
State Funds - 12,148.30
$ 32,964.30

Estimated Labor Required - - - - - - - - - - - - - - - - - 12,000 man-hours
Cost of Labor - $ 10,000
Cost of Materials - $ 10,000

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

MOVE AND REESTABLISH TELEGRAPH AND SIGNAL LINES, INSTALL GUARD RAIL, ETC.

SOUTHERN PACIFIC COMPANY'S FORCES

			Labor	Material	Total
		ENGINEERING			
		Engineering	$ 250	$	
		Inspection during construction	1,170		
		R.R. Pension, etc.		95	
		Comp. & P. L. Insurance		10	
		Contingencies	142	10	
		Dr. Sundry Accts. Recollectible	1,562	115	$1,677
		FLAGGING PROTECTION			
		Provide flagmen during construction of piers above track level	500		
		R.R. Pension, etc.		34	
		Comp. & P. L. Insurance		4	
		Contingencies	50	4	
		Dr. Sundry Accounts Recollectible	550	42	592
		PLACE TEMPORARY SIGNAL LINE UNDERGROUND DURING CONSTRUCTION			
L.F.	6,000	Kerite wire #14		180	
L.F.	1,200	Trunking & cover		60	
		Install temporary line	90		
		Labor recovering salvage	10		
		Move gang	10		
		Material Yard Expense		18	
		R.R. Pension, etc.		7	
		Comp. & P. L. Insurance		6	
		Freight		6	
		Contingencies	10	28	
		Dr. Sundry Accts. Recollectible	120	305	425
		SALVAGE			
L.F.	6,000	S.H. Kerite wire #14		135	
		Dr. MCH-Cr. Sundries, Recollectible		135	135

			Labor	Material	Total
		CUT DOWN MAST ON SIGNAL 1421 AND MOVE POLE LINE TO PERMANENT LOCATION			
Ea.	1	2 Arm Style B Signal Mast cut down	$	$ 95	
Ea.	2	Guys, complete		3	
L.F.	1,000	Iron line wire #9 BWG		20	
		Cut mast and reassemble	25		
		Erect mast in place	65		
		Take down pole line	30		
		Re-install pole line	90		
		Move gang	10		
		Material yard expense		8	
		R.R. Pension, etc.		14	
		Comp. & P. L. Insurance		11	
		Freight		4	
		Contingencies	22	15	
			242	170	
		Dr. Sundry Accts. Recollectible			412
		PLACE TEMPORARY TELEGRAPH LINE UNDERGROUND DURING CONSTRUCTION			
L.F.	500	Pipe 2"		100	
L.F.	4,000	Duplex Wire #14 DRC		60	
Ea.	2	Guy rods 5/8"		2	
L.F.	100	Strand guy wire		2	
Lot	1	Pole hardware		3	
		Labor installing	200		
		Labor recovering salvage	30		
		Move gang	20		
		Material yard expense		10	
		R.R. Pension, etc.		17	
		Comp. & P. L. Insurance		13	
		Freight		3	
		Contingencies	25	21	
			275	231	
		Dr. Sundry Accts. Recollectible			506
		SALVAGE			
L.F.	500	Pipe 2"		75	
L.F.	4,000	Duplex wire #14 DRC		45	
Ea.	1	S.H. Signal mast		40	
				160	
		Dr. MOM Cr. Sundries, Recollectible			160

MOVE TELEGRAPH LINE TO PERMANENT LOCATION

			Labor	Material	Total
Ea.	4	Anchor logs	$	$ 8	
Ea.	4	Cross arms - 10 pin		4	
Ea.	4	Guy rods 5/8"		5	
L.F.	200	Strand guy wire		4	
Mi.	.125	Copper line wire #9 AWG		7	
Mi.	.125	Copper line wire #10 BWG		7	
Mi.	.125	Copper line wire # 8 BWG		3	
Lot	1	Miscl. material (guy clamps, insulators, pins, tie wires, etc.)		9	
		Labor installing	70		
		Move gang	5		
		Material yard expense		3	
		R.R. Pension, etc.		5	
		Comp. & P. L. Insurance		4	
		Freight		1	
		Contingencies	8	6	
			83	66	
		Dr. Sundry Accts. Recollectible			149

INSTALL 125 T.F. OF GUARD RAIL

			Labor	Material	Total
Tr.Ft.	125	Guard rail, fastenings, etc.	50	200	
Ea.	2	End points		50	
		Move gang	50		
		Material yard labor	25		
		R.R. Pension, etc.		4	
		Comp. & P. L. Insurance		10	
		Freight		5	
		Contingencies	13	27	
			138	296	
		Dr. Sundry Accts., Recollectible			434

MEMORANDUM

Gross cost to State of Oregon	4,195
Salvageable material recovered	295
Net cost to State of Oregon	3,900

RECEIVED
MAY 22 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Works Program Grade Crossing Project No. WPGH 83 (7), the Lobert Overcrossing on The Dalles-California Highway, to Edlefsen-Weygandt Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

May 3, 1939

RECEIVED
MAY - 4 1939
STATE HIGHWAY DEPT.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon WPGH 83 (7), the Lobert Overcrossing of the Southern Pacific Railway on The Dalles-California Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

March 7, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Lobert Overcrossing Section, Project No. WPGH 83 (7).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Works Program Grade Crossing
Project No. WPGH 83 (7)

LOBERT OVERCROSSING ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreements.)

Salem, Oregon, March 7, 1939

980	cu. yds.	Structural Excavation	$ 3.00	$ 2,940.00
20	cu. yds.	Structural Excavation Below Plans	5.00	100.00
720	cu. yds.	Class "B" Concrete	24.00	17,280.00
126,000	lbs.	Metal Reinforcement	0.05	6,300.00
560	lin. ft.	Concrete Handrail	5.00	2,800.00
				$29,420.00

Work to Be Performed by Southern Pacific Company's Forces:

All Required	Move and Reestablish Telegraph and Signal Lines, Install Guard Rails, etc.	$ 1,616.00
	Sub-total	$31,036
	10% Engr. & Cont.	3,103
	R. R. Engr.	1,677
	Total	$35,816

Length	0.051 mile
WPGH Funds Requested	$20,816
State Funds	15,000
	$35,816
Estimated Labor Required	12,000 man-hours
Cost of Labor	$10,000
Cost of Materials	$10,000

MOVE AND REESTABLISH TELEGRAPH AND

SIGNAL LINES, INSTALL GUARD FENCE, ETC.

SOUTHERN PACIFIC COMPANY'S FORCES

			Labor	Material	Total
		ENGINEERING			
		Engineering	$ 250	$	
		Inspection	1,170		
		R.R. Pension, etc.		95	
		Comp. & P.L. Insurance		10	
		Contingencies	142	10	
			1,562	115	
		Recollectible			$1,677
		UNITS REQUIRED TO CUT DOWN MAST ON SIGNAL 1421 AND CHANGE SIGNAL POLE LINE			
Ea.	1	2-Arm Style B Signal Mast cut down		95	
Ea.	2	Guys, complete		3	
L.F.	1,000	#9 Iron wire WPG		20	
		Cut mast and reassemble	25		
		Erect mast in place	65		
		Take down pole line	30		
		Re-install pole line	90		
		Move gang	10		
		Material Yard expense		8	
		R.R. Pension, etc.		14	
		Comp. & P.L. Insurance		11	
		Freight		4	
		Contingencies	22	15	
			242	170	
		Recollectible			412
		Salvage			
Ea.	1	S.H. 2-arm style B signal mast		45	
				45	45
		UNITS REQUIRED TO PLACE TEMPORARY SIGNAL LINE UNDERGROUND DURING CONSTRUCTION			
L.F.	6,000	#14 Kerite wire		180	
L.F.	1,200	Trunking & Cover		60	
		Install temporary line	90		
		Move gang	10		
		Material Yard expense		18	
		R.R. Pension, etc.		7	
		Comp. & P.L. Insurance		6	
		Freight		6	
		Contingencies	10	28	
			110	305	
		Recollectible			415
		Salvage			
L.F.	6,000	SH #14 Kerite wire		135	
				135	135

			Labor	Material	Total
		UNITS REQUIRED TO PLACE TEMPORARY TELEGRAPH LINE UNDERGROUND DURING CONSTRUCTION			
L.F.	500	Pipe - 2"	$	$100	$
L.F.	4,000	Duplex wire #14 DRC		60	
Ea.	2	Guy Rods 5/8"		2	
L.F.	100	Strand guy wire		2	
Lot	1	Pole hardware		3	
		Labor installing	200		
		Labor recovering salvage	30		
		Move gang	20		
		Material yard expense		10	
		R.R. Pension, etc.		17	
		Comp. & P.L. Insurance		13	
		Freight		3	
		Contingencies	25	21	
			275	231	
		Recollectible			506
		Salvage			
L.F.	500	Pipe 2"		75	
L.F.	4,000	Duplex wire #14 DRC		45	
				120	120
		UNITS REQUIRED TO PERMANENTLY RESTORE TELEGRAPH LINE			
Ea.	4	Anchor logs		8	
Ea.	4	Cross arms - 10 pin		4	
Ea.	4	Guy rods 5/8"		5	
L.F.	200	Strand guy wire		4	
Mi.	.125	Copper line wire #9 AWG		7	
Mi.	.125	Copper line wire #10 BWG		7	
Mi.	.125	Iron line wire #8 BWG		3	
Lot	1	Miscl. Material (guy clamps, insulators, pins, tie wires, bolts, etc.)		9	
		Labor installing	70		
		Move gang	5		
		Material yard expense		3	
		R.R. Pension, etc.		5	
		Comp. & P.L. Insurance		4	
		Freight		1	
		Contingencies	8	6	
			83	66	
		Recollectible			149
		UNITS REQUIRED TO INSTALL 125 L.F. GUARD RAIL			
L.F.	125	Guard rail, fastenings, etc.	50	200	
Ea.	2	End points		50	
		Move gang	50		
		Material yard labor	25		
		R.R. Pension, etc.		4	
		Comp. & P.L. Insurance		10	
		Freight		5	
		Contingencies	13	27	
			138	296	
		Recollectible			434

Gross cost to State of Oregon	$3,593
Usable material recovered	300
Net cost to State of Oregon	$3,293

Estimate Lobert Place Temporary and Permanent Signal and Telegraph Lines and place Guard Rail account overpass

			Labor	Material	Total
		ENGINEERING			
		Engineering	250		
		Inspection	1170		
		R.R. Pension, etc.		95	
		Comp. & P.L. Insurance		10	
		Contingencies	142	10	
			1562	115	
		Recollectible			1677
		UNITS REQUIRED TO CUT DOWN MAST ON SIGNAL 1421 AND CHANGE SIGNAL POLE LINE			
Ea	1	2-Arm Style B Signal Mast cut down		95	
Ea	2	Guys, complete		3	
L.F.	1000	#9 Iron wire WPG		20	
		Cut mast and reassemble	25		
		Erect mast in place	65		
		Take down pole line	30		
		Re-install pole line	90		
		Move gang	10		
		Material Yard expense		8	
		R.R. Pension, etc.		14	
		Comp. & P.L. Insurance		11	
		Freight		4	
		Contingencies	22	15	
			242	170	
		Recollectible			412
		Salvage			
Ea	1	S.H. 2-arm style B signal mast		45	
				45	45
		UNITS REQUIRED TO PLACE TEMPORARY SIGNAL LINE UNDERGROUND DURING CONSTRUCTION			
L.F.	6000	#14 Kerite wire		180	
L.F.	1200	Trunking & Cover		60	
		Install temproray line	90		
		Move gang	10		
		Material Yard expensx		18	
		R.R. Pension, etc.		7	
		Comp. & P.L. Insurance		6	
		Freight		6	
		Contingencies	10	28	
			110	305	
		Recollectible			415
		Salvage			
L.F.	6000	SH #14 Kerite wire		135	
				135	135

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		UNITS REQUIRED TO PLACE TEMPORARY TELEGRAPH LINE UNDERGROUND DURING CONSTRUCTION			
L.F.	500	Pipe - 2"		100	
L.F.	4000	Duplex wire #14 DRC		60	
Ea	2	Guy Rods 5/8"		2	
L.F.	100	Strand guy wire		2	
Lot	1	Pole hardware		3	
		Labor installing	200		
		Labor recovering salvage	30		
		Move gang	20		
		Material yard expense		10	
		R.R. Pension, etc.		17	
		Comp. & P.L. Insurance		13	
		Freight		3	
		Contingencies	25	21	
			275	231	
		Recollectible			506
		Salvage			
L.F.	500	Pipe 2"		75	
L.F.	4000	Duple wire #14 DRC		45	
				120	120
		UNITS REQUIRED TO PERMANENTLY RESTORE TELEGRAPH LINE			
Ea	4	Anchor logs		8	
Ea	4	Cross arms - 10 pin		4	
Ea	4	Guy rods 5/8"		5	
L.F.	200	Strand guy wire		4	
Mi.	.125	Copper line wire #9 AWG		7	
Mi.	.125	Copper line wire #10 BWG		7	
Mi.	.125	Iron line wire #8 BWG		3	
Lot	1	Miscl Material (guy clamps, insulators, pins, tie wires, bolts, etc.)		9	
		Labor installing	70		
		Move gang	5		
		Material yard expense		3	
		R.R. Pension, etc.		5	
		Comp. & P.L. Insurance		4	
		Freight		1	
		Congingencies	8	6	
			83	66	
		Recollectible			149
		UNITS REQUIRED TO INSTALL 125 L.F. GUARD RAIL			
L.F.	125	Guard rail, fastenings etc.	50	200	
Ea.	2	End points		50	
		Move gang	50		
		Material yard labor	25		
		R.R. pension, etc.		4	
		Comp. & P.L. Insurance		10	
		Freight		5	
		Contingencies	13	27	
			138	296	
		Recollectible			434

Gross cost to State of Oregon	3593
Usable material recovered	300
Net cost to State of Oregon	3293

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MAY 29 1939
FOR FILING

LPZH-83-7

May 27, 1939

EDLEFSEN-WEYGANDT COMPANY
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2177 which was awarded to you on May 18, 1939, by the Oregon State Highway Commission, covering the construction of a bridge over the Southern Pacific Company's tracks near Lobert Station, on The Dalles-California Highway, in Klamath County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5, page 7 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Bridge Department

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MAY 22 1939
FOR FILING

PGH-83-7

May 20, 1939

Edlefsen-Weygandt Co.
Box 5626
Portland, Oregon

Gentlemen:

The State Highway Commission on May 18, 1939, awarded you the contract for the Lobert Overcrossing on The Dalles-California Highway, in Klamath County. This award was based on your low bid of $26,220.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

211GH 83-7

February 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of February 13, 1939, in answer to our letter of February 11, concerning the inclusion of the Lebert Overcrossing structure as a part of the Works Program Grade Crossing program.

In order to release the balance of the funds from WPGM 132-F, the Oregon City Undercrossing, prior to payment of the final voucher, it will be necessary for you to make a request for the release of these funds.

Your attention is called to the requirement of four copies of the program, and in the present instance only three were submitted.

Very truly yours,

W. H. LYNCH
District Engineer

CONTRACT# [redacted] 2178

FA 195-C-2 Salt Cr.-Gold Lake Trail 1939
Sec., Willamette Hwy.

2178

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

195-C-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 195-C (2), Salt Creek-Gold Lake Trail Section of the Willamette Highway ________, was made by a representative of this office on August 21, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jor

FORM 2-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
OCT 6 - 1939

Cascade Summit, Ore.
October 5th., 1939.

FA 195-C-2

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
Portland, Oregon.

NOTED

Dear Sir:

Work started today on F. A. 195-C (2), Salt Creek Falls-Odell Lake Section, Willamette Highway, Contract No. 2178.

Very truly yours,

Glenn E. Roberts

Glenn E. Roberts

cc Mr. R. H. Baldock ✓
Mr. S. H. Probert,
Mr. K. D. Lytle

[illegible] 195-[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGE[illegible]
PUBLIC ROADS ADMINISTRA[illegible]

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STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 121
Oregon FAP 195-C (2)
Salt Creek Falls-Odell Lake Sec.
Willamette Highway

August 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jcon

WA4pr-1346

Form P. R. 2

State Oregon

Federal Aid Project No. 195-C(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 28th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(2) of said project which were recommended for approval by the United States District Engineer on the 31 day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of six thousand, six hundred twenty and 00/100 dollars ($ 6,620.00) as the share of the United States payable under said act on account of Section C(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1365+75, the west end of Section B(2) of said project, near the NW corner of T. 23 S., R. 6 E., and survey station 1407+20 about 1/2 mile northwest of the southwest corner of Section 31, T. 22 S., R. 6 E., W. M., the east end of Section D(2) of said project, length 0.785 of a mile, in Lane County, being Section C(2) of Oregon Federal Aid project No. 195, consisting of 0.785 of a mile of roadway and no bridges, of more than 20 feet clear span

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6518

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(2) of said project shall not in any event exceed the sum of six thousand, six hundred twenty and 00/100 dollars ($6,620.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eleven thousand, twenty-five and 30/100 dollars ($11,025.30), the approved total estimated cost of Section C(2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of AUG 5 - 1939, 19......

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~,

By H. J. O'Leary
~~[illegible] Public Roads~~.
Acting Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 195-C(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 11,025.30 as the total estimated cost of said project, and the sum of $6,620.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of AUG 5 - 1939 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture.~~

By ______
~~Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 10 1939
OREGON
STATE HIGHWAY COMMISSION

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. 481, Oregon 195-C(2)
Salt Creek-Gold Lake Trail
Willamette Highway

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

To Com 6/10/39

RECEIVED
JUN 9 - 1939
FOR FILING

195-C-2

May 31, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Salt Creek-Gold Lake Trail Section, Project No. FA 195-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 195-C(2)

SALT CREEK-GOLD LAKE TRAIL SECTION
OF THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

[illegible] Public Roads
[illegible]

Salem, Oregon, May 26, 1939

450	cu. yds.	Excavation, Station 1215 to 1407	$ 0.40	$ 180.00
1,000	yd. sta.	Overhaul	0.01	10.00
100	yd. mi.	Truck Haul	0.12	12.00
15,000	yd. mi.	Truck Haul on Excavation West of Station 1573+95	0.12	1,800.00
1,600	lin. ft.	Cable Guard Fence	1.25	2,000.00
0.78	mile	Placing Quarry-run Rock in Base	200.00	156.00
2,500	cu. yds.	3/4" - 0" Rock in Quarry-run Rock Base	1.50	3,750.00
800	cu. yds.	Filler	.25	200.00
1,600	yd. mi.	Hauling Filler	.12	192.00
120	M-gal.	Sprinkling	2.00	240.00
0.79	mile	Preparation of Base	100.00	79.00
200	cu. yds.	Mineral Aggregate in Place	2.40	480.00
30	tons	Emulsified or RC-3 Asphalt in Place	21.00	630.00
14	tons	SC-6 Road Oil in Place	21.00	294.00
			Subtotal	$ 10,023.00
			10% Engr. & Cont.	1,002.30
			Total	$ 11,025.30

Length 0.785 mile
Cost per mile $ 14,044.96

Federal Aid Funds Requested- -	$ 6,620.00
State Funds- -	4,405.30
	$ 11,025.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

May 3, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five blueprint copies of plan sheet No. 2 for the Salt Creek-Gold Lake Trail Section, Project No. FA 195-C (2), on which sheet the typical surfacing section has been revised to show the two-inch leveling course.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 5 - 1939
STATE HIGHWAY COMMISSION

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 195-C (2), Salt Creek-Gold Lake Trail section of the Willamette Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 195-C (2), Salt Creek-Odell Lake Trail section of the Willamette Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

April 26, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Salt Creek-Odell Lake Section, Project No. 195-C (2).

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 195-C (2)

SALT CREEK-GOLD LAKE TRAIL SECTION
OF THE WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 26, 1939

450	cu. yds.	Excavation, Station 1215 to 1407	$ .35	$ 157.50
1,000	yd. sta.	Overhaul	.01	10.00
100	yd. mi.	Truck Haul	.12	12.00
15,000	yd. mi.	Truck Haul on Excavation, West of Station 1573+95	.10	1,500.00
1,600	lin. ft.	Cable Guard Fence	1.00	1,600.00
0.78	mile	Placing Quarry-run Rock in Base	1,200.00	936.00
2,500	cu. yds.	3/4" - 0" Rock in Quarry-run Rock Base	1.40	3,500.00
800	cu. yds.	Filler	.40	320.00
1,600	yd. mi.	Hauling Filler	.15	240.00
120	M-gal.	Sprinkling	1.50	180.00
0.79	mile	Preparation of Base	100.00	79.00
200	cu. yds.	Mineral Aggregate in Place	2.75	550.00
30	tons	Emulsified or RC-3 Asphalt in Place	22.00	660.00
14	tons	SC-6 Road Oil in Place	22.00	308.00
			Subtotal	$ 10,052
			10% Engr. & Cont.	1,005
			Total	$ 11,057

Length	0.785 mile
Cost per mile	$ 14,085

Federal Aid Funds Requested- -	$ 6,640
State Funds- -	4,417
	$ 11,057

SALT CREEK-ODELL LAKE SECTION

PROJECTS NOS. FA 195-B (2), C (2) AND D (2)

All necessary right of way has been acquired.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 26, 1939

CONTRACT# [redacted] 2178

195-D-2 Salt Cr. Falls-Odell Lake 1939
Sec., Willamette Hwy. (Grad.,
#2178 Surf. & Oiling)

RECEIVED
DEC 2 1940
FOR FILING

175-1-2

November 28, 1940

AMERICAN SURETY COMPANY OF NEW YORK
W. A. King, Local Agent
522 S. W. Fifth Avenue
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2178, for grading, surfacing, and oiling on the Salt Creek Falls-Odell Lake Section of the Willamette Highway, in Klamath and Lane Counties has been completed by the contractor, J. A. Lyons, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 9, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $170,224.35, of which $782.55 is for force account work,

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

DGD:MBL

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OCT 1 1940
FOR FILING

M5-14-2

September 30, 1940

American Surety Company of New York
Mr. W. A. King, Agent
522 S. W. Fifth Ave.,
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. A. Lyons on Contract No. 2178, Salt Creek Falls-Odell Lake Section of the Willamette Highway in Klamath and Lane Counties. This payment will be made on or after October 10, 1940.

Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

195-D-2

RECEIVED
SEP 25 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 195-D (2), Salt Creek Section of the Willamette Highway, was made by a representative of this office on August 21, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

30

Form E-1—5M—6-39

145-1552

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 17th., 1940, 19

Section Salt Creek Falls - Odell Lake

Kind of work Grading, Surfacing & Oiling

Highway Willamette

Section prefix 18 - 1023

Contractor J. A. Lyons

Contract number 2178

Date of contract May 18th., 1939, 19

Date of completion July 31st., 1940, 19

Date work started May 29th., 1939, 19

Estimated date of completion July 31st., 40, 19

Amount of contract $166,859.90

Per cent of time elapsed 100% %

Estimated cost of completed project, exclusive of engineering $173,543.30

Per cent of contract completed, based on total contract price 100% %

Engineering cost to date, $9249.00, 5.54% %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Chapman spent week working on final estimate on this job.

NOTED
RAY WEBBER

Signed Glenn E. Roberts.

Address Eugene, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3,23	6.86	xxxxxxxx	6.86	
Miles partially completed	xxxxxxx	xxxxxx	xxxxxxx	xxxxxx	
Miles completed	3.23	6.86	xxxxxxxx	328 Tons 2,502 Cu. Yds.	
Total estimated quantities	172,324	26,500	2658	328 Tons 2,502 Cu. Yds.	
Estimated quantities moved or placed to date	172,324	26,500	2658	xxxxxxxx	
Average daily quantities	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
Average daily quantities necessary to complete project on time	xxxxxx	xxxxxxx	xxxxxxx	xxxxxx	
Number shifts per day	x xxxxx	xx xxxxx	xxxxxx	xxxxxx	
Hours per shift	xxxxxx	xxxxxxx		xxxxxx	
Average force on project for week	xxxxxx	xxxxxxx		xxxxxxx	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Fair		
Tuesday	Fair		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday	Warm		

Form E-1—3M—6-39

19. D-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 10th., 1940, 19

Section Salt Creek Falls - Odell Lake
Kind of work Grading, Surfacing & Oiling
Highway Willamette
Section profile 18 - 1023
Contractor J. A. Lyons
Contract number 2178
Date of contract May 18th., 1939, 19
Date of completion July 31st., 1940, 19
Date work started May 29th., 1939, 19
Estimated date of completion July 29th., 1940, 19
Amount of contract $166,859.90
Per cent of time elapsed 100%
Estimated cost of completed project, exclusive of engineering $173,543.30
Per cent of contract completed, based on total contract price 100%
Engineering cost to date, $9,189.00, 5.51%
Date project was completed July 29th., 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Chapman spent week working on final estimate on this job.

Signed [illegible] E. Roberts

Address Eugene, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
VAN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.23	6.86	xxxxxx	6.86	
Miles partially completed	xxxxxxx	xxxxxx	xxxxxxx	xxxxxx	
Miles completed	3.23	6.86	xxxxxx	332 Tons 2,502 Cu. Yds.	
Total estimated quantities	172,324	26,500	2,450	332 Tons 2,502 Cu. Yds.	
Estimated quantities moved or placed to date	172,324	26,500	2,450	xxxxxxx	
Average daily quantities	xxxxxxx	xxxxxx	xxxxxxx	xxxxxx	
Average daily quantities necessary to complete project on time	xxxxxx	xxxxxx	xxxxxxx	xxxxxxx	
Number shifts per day	xxxxxxx	xxxxxx		xxxxxxx	
Hours per shift	xxxxxxx	xxxxxx		xxxxxx	
Average force on project for week	xxxxxxx	xxxxxx		xxxxxx	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Hot		
Tuesday	Hot		
Wednesday	Warm		
Thursday	Fair		
Friday	Cloudy		
Saturday	Warm		

RECEIVED
JUN 20 1940
FOR FILING

FEDERAL WORKS AGENCY

DAY LETTER

Public Roads Administration

8010-20 Oregon

195-C-2

Portland, Oregon
June 19, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RETEL TODAY CONCERNING FURNISHING AND PLACING FINE MATERIAL TO FINISH SLOPES AT EDGES OF COARSE ROCK OREGON FAP 195-A, B AND C(2). UNDERSTAND 195-B(2), C(2) and D(2) MEANT. WILL RECOMMEND PAYMENT AS CONTINGENCY FOR PROPOSED WORK AT PRICES SHOWN WITH NO INCREASE IN FEDERAL FUNDS AND PROVIDED WORK NOT YET STARTED.

Lynch

Paid Gov't Rate

FA 195-D-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 195-D (2)
Salt Creek Falls-Odell Lake Sec.
Willamette Highway

September 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

Waype-1648

Form P. R. 2

State Oregon

Federal Aid Project No. 195-D (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of August, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 20th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D (2) of said project which were recommended for approval by the United States District Engineer on the 3d day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty thousand, eight hundred ninety and 00/100 dollars ($80,890.00) as the share of the United States payable under said act on account of Section D (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **Chap. 175, laws 1917; Chap. 31, laws 1920.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 1407+20, the westerly end of Section C (2) of said project, and survey station 1476+25, near Salt Creek Falls**, length **3.229** miles, in **Lane** County, being Section **D (2)** of **Oregon Federal Aid** project No. **195**, consisting of **3.229** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible] in length~~.

RECEIVED
SEP 15 1939
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **D (2)** of said project shall not in any event exceed the sum of **eighty thousand, eight hundred ninety and 00/100** dollars ($**80,890.00**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **one hundred thirty-five thousand, forty two and 88/100** dollars ($**135,042.88**), the approved total estimated cost of Section **D (2)** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, Laws 1927.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

RECEIVED
SEP 15 1939
DISTRICT 1

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of SEP 1 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR

By
~~Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—5676

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 195-D (2), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $135,042.88 as the total estimated cost of said project, and the sum of $ 80,890.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 1 1939 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By ______
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include [illegible] to the Federal Works [illegible] requires, to conform [illegible] First [illegible] on under the Re[illegible]

/

FAP 195-B-2
2178

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 14 193
STATE HIGHWAY COMM

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 195-B (2)
Gold Lake Trail-Odell Lake Sec.
Willamette Highway

September 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jrom

Waype. 1555

Form P. R. 2

State Oregon

Federal Aid Project No. 195-B(2)

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of July, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 28th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(2) of said project which were recommended for approval by the United States District Engineer on the 24 day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of twenty thousand, one hundred eighty and 00/100 dollars ($20,180.00) as the share of the United States payable under said act on account of Section B(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

6—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1214+86.7 at the west end of Section A of said project on the north shore of Odell Lake about 1¼ miles east of the Klamath - Lane County Line, and survey station 1365+75 near the northwest corner of T. 23 S., R. 6 E., W. M., the east end of Section C of said project

, length 2.843 miles, in Lane and Klamath Coun~~ty~~ies being Section B(2) of Oregon Federal Aid project No. 195, consisting of 2.843 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span;

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, pursuant to the President's First Plan of Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(2) of said project shall not in any event exceed the sum of twenty thousand, one hundred eighty and 00/100 dollars ($20,180.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-three thousand, six hundred thirty and 30/100 dollars ($33,630.30), the approved total estimated cost of Section B(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ________ day of AUG 24 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ____________________

Member, State Highway Commission
(Title of officer)

By ____________________

____
(Title of officer)

By ____________________

____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~,

By H J O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 195-B(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 33,630.30 as the total estimated cost of said project, and the sum of $ 20,180.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and AUG 24 1939

FEDERAL WORKS ADMINISTRATOR,
~~SECRETARY OF AGRICULTURE,~~

By H J O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4830

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

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195-B-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 195-B (2), Gold Lake Trail-Odell Lake Section of the Willamette Highway ____________, was made by a representative of this office on August 21, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

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JUL [illegible] 1939
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FA 195-B-2

July 17, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Gold Lake Trail-Odell Lake Section, Project No. FA 195-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

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OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. 481, Oregon 195-B(2)
Gold Lake Trail-Odell Lake
Willamette Highway

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

To Com
6/10/39

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JUN 9 - 1939
FOR FILING

195-B-2

May 31, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Gold Lake Trail-Odell Lake Section, Project No. FA 195-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 195-B (2)

GOLD LAKE TRAIL-ODELL LAKE SECTION
OF THE WILLAMETTE HIGHWAY IN KLAMATH AND LANE COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 29, 1939

1,750	cu. yds.	Excavation, Station 1215 to 1407	$ .40	$ 700.00
5,000	yds. sta.	Overhaul	.01	50.00
500	yd. mi.	Truck Haul	.12	60.00
1,700	lin. ft.	Cable Guard Fence	1.25	2,125.00
40	only	Sight Posts	3.00	120.00
10,200	cu. yds.	4½" - 2" Rock in Base	1.35	13,770.00
5,200	cu. yds.	3/4" - 0" Rock in Crushed Rock Base	1.35	7,020.00
980	M.gal.	Sprinkling	2.00	1,960.00
2.84	miles	Preparation of Base	100.00	284.00
950	cu. yds.	Mineral Aggregate in Place	2.40	2,280.00
72	tons	Emulsified or RC-3 Asphalt in Place	21.00	1,512.00
52	tons	SC-6 Road Oil in Place	21.00	1,092.00
			Subtotal	$30,573.00
			10% Engr. & Cont.	3,057.30
			Total	$33,630.30

Length   2.843 miles
Cost per mile $ 11,829.15

Federal Aid Funds Requested- -	$20,180.00
State Funds- -	13,450.30
	$33,630.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

April 26, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Gold Lake Trail-Odell Lake Section, Project No. 195-B (2).

Five sets of blueprint plans are being sent under separate cover.

We are, likewise, enclosing one copy of special provisions.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 195-B (2)

GOLD LAKE TRAIL-ODELL LAKE SECTION OF THE WILLAMETTE HIGHWAY IN KLAMATH AND LANE COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 26, 1939

1,750	cu. yds.	Excavation, Station 1215 to 1407	$ .35	$ 612.50
5,000	yd. sta.	Overhaul	.01	50.00
500	yd. mi.	Truck Haul	.12	60.00
1,700	lin. ft.	Cable Guard Fence	1.00	1,700.00
40	only	Sight Posts	2.00	80.00
10,200	cu. yds.	4½" - 2" Rock in Base	1.30	13,260.00
5,200	cu. yds.	3/4" - 0" Rock in Crushed Rock Base	1.40	7,280.00
780	M-gal.	Sprinkling	1.50	1,170.00
2.84	miles	Preparation of Base	100.00	284.00
950	cu. yds.	Mineral Aggregate in Place	2.75	2,612.50
72	tons	Emulsified or RC-3 Asphalt in Place	22.00	1,584.00
52	tons	SC-6 Road Oil in Place	22.00	1,144.00
			Subtotal	$ 29,837
			10% Engr. & Cont.	2,983
			Total	$ 32,820

Length 2.843 miles
Cost per mile $ 11,544

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$ 19,700
State Funds- -	13,120
	$ 32,820

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 4 - 1939
STATE HIGHWAY COMMISSION

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 195-B (2), Gold Lake Trail-Odell Lake Section of the Willamette Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Prompt submission of the bid tabulation and the project agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

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STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 195-D (2)
Salt Creek Section
Willamette Highway

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM 9-A-1 10M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 1 - 1939

July 31, 1939

IN REPLY PLEASE REFER TO FILE NO.

F2 195-L-2

J. A. Lyons
3306 NE Halsey
Portland, Oregon

Dear Sir:

I had a talk with Roberts yesterday regarding progress being made on the Salt Creek job and he advises me that it is doubtful if you can finish the job within the specified time with your present equipment.

While we estimated that approximately one quarter of the yardage had been moved, we thought that you could not move over twenty percent more with your scrapers, which will leave more to move than the one shovel can do. Last week the shovel averaged less than 400 cubic yards per day.

It is, therefore, requested that you place on the job such additional equipment as will be needed to finish on time.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. H. O. Smith ✓

State Highway Engineer
NOTED

Baldock
Very important that Lyons speed up.
HFC

FORM 5-A-1 100 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Cascade Summit
July 17th., 1939

IN REPLY PLEASE
REFER TO FILE NO.

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JUL 18 1939
OREGON
STATE HIGHWAY COMMISSION

FH 45E-D-

Mr. W. E. Lynch,
District Engineer,
Public Roads Administration,
Portland, Oregon.

NOTED
Asst. State Highway Engineer

Dear Sir:

Work started today on F.A. 195-B (2), Salt Creek Falls-Odell Lake Section, Willamette Highway, Contract No. 2178.

Very truly yours,

Glenn E. Roberts.

Glenn E. Roberts
Res. Engr.

cc Mr. R. H. Baldock
Mr. S. H. Probert
Mr. K. D. Lytle

RECEIVED
JUN 2 - 1939
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195-D-2

June 1, 1939

Mr. J. A. Lyons
3305 N. E. Halsey Street
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2178 which was awarded to you on May 18, 1939, by the State Highway Commission, covering the grading, surfacing, and oiling of the Salt Creek Falls-Odell Lake Section of the Willamette Highway in Klamath and Lane Counties.

This copy is for your records and files.

Very truly yours,

Oregon State Highway Commission
by

Secretary

JM:[illegible]

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JUN 9 - 1939
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195-D-2

May 31, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Salt Creek Section, Project No. FA 195-D (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 195-D (2)

SALT CREEK SECTION OF THE
WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 29, 1939

Original Project (Sta. 1407+20 to 1573+95)

All Required		Clearing and Grubbing	$ - -	$ 8,313.00
2,200	cu. yds.	Trench Excavation	1.00	2,200.00
62,000	cu. yds.	Excavation, Sta. 1407 to 1506	.25	15,500.00
70,000	cu. yds.	Excavation, Sta. 1506 to 1542	.45	31,500.00
22,000	cu. yds.	Excavation, Sta. 1542 to 1573+95	.25	5,500.00
220,000	yd. sta.	Overhaul	.01	2,200.00
17,000	yd. mi.	Truck Haul	.12	2,040.00
31,800	yd. mi.	Truck Haul on Excavation West of Sta. 1573+95	.12	3,816.00
3.16	miles	Finishing Roadbed and Slopes	300.00	948.00
23,400	lin. ft.	Rounding Cutbanks	.08	1,872.00
4,700	sq. yds.	Trench Blasting	.25	1,175.00
1,200	lin. ft.	6" Perforated Corr. Iron Pipe	.85	1,020.00
350	lin. ft.	18" Corr. Iron Pipe, Protected Invert	1.50	525.00
1,300	lin. ft.	24" Corr. Iron Pipe, Protected Invert	2.35	3,055.00
210	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	3.00	630.00
70	lin. ft.	30" Corr. Iron Pipe, Protected Invert	3.00	210.00
16	lin. ft.	36" Corr. Iron Pipe, Protected Invert	4.65	74.40
230	lin. ft.	48" Corr. Iron Pipe, Protected Invert	6.75	1,552.50
70	lin. ft.	66" Corr. Iron Pipe, Protected Invert	11.00	770.00
62	lin. ft.	Install 30" and 36" Culvert Pipe	1.00	62.00
450	cu. yds.	Rock Backfill in Drains	2.00	900.00
40	cu. yds.	Cement Rubble Masonry	25.00	1,000.00
1,600	lin. ft.	Cable Guard Fence	1.25	2,000.00
100	only	Sight Posts	3.00	300.00
3.16	miles	Placing Quarry-run Rock in Base	200.00	632.00
9,900	cu. yds.	3/4" - 0" Rock in Quarry-run Rock Base	1.50	14,850.00

2,750	cu. yds.	Filler	$ .25	$ 687.50
5,500	yd. mi.	Hauling Filler	.12	660.00
498	M-gal.	Sprinkling	2.00	996.00
3.16	miles	Preparation of Base	100.00	316.00
830	cu. yds.	Mineral Aggregate in Place	2.40	1,992.00
117	tons	Emulsified or RC-3 Asphalt in Place	21.00	2,457.00
59	tons	SC-6 Road Oil in Place	21.00	1,239.00
			Subtotal	$ 110,992.40
			10% Engr. & Cont.	11,099.24
			Total	$ 122,091.64

Length 3.158 miles
Cost per mile $ 38,661.06

Extension of Project (Sta. 1573+95 = 1472+49.5 to 1476+25)

All Required		Clearing and Grubbing	$ - -	$ 187.00
24,000	cu. yds.	Excavation West of Sta. 1573+95	.45	10,800.00
200	yd. mi.	Truck Haul on Excavation West of Sta. 1573+95	.12	24.00
.07	mile	Finishing Roadbed and Slopes	300.00	21.00
600	lin. ft.	Rounding Cutbanks	.08	48.00
.07	mile	Placing Quarry-run Rock in Base	200.00	14.00
200	cu. yds.	3/4" - 0" Rock in Quarry-run Rock Base	1.50	300.00
50	cu. yds.	Filler	.25	12.50
100	yd. mi.	Hauling Filler	.12	12.00
2	M-gal.	Sprinkling	2.00	4.00
.07	mile	Preparation of Base	100.00	7.00
20	cu. yds.	Mineral Aggregate in Place	2.40	48.00
3	tons	Emulsified or RC-3 Asphalt in Place	21.00	63.00
1	ton	SC-6 Road Oil in Place	21.00	21.00
			Subtotal	$ 11,561.50
			10% Engr. & Cont.	1,156.15
			Total	$ 12,717.65

Length .071 mile
Cost per mile $ 17,912.18

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 122,091.64	$ 73,259.00	$ 48,832.64
Extension	12,717.65	7,631.00	5,086.65
	$ 134,809.29	$ 80,890.00	$ 53,919.29

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS

Culvert Pipe Furnished Under Price Agreement No. 3, Contract No. 1652

22	lin. ft.	30" Corr. Iron Pipe	$ 2.763	$ 60.79
40	lin. ft.	36" Corr. Iron Pipe	4.32	172.80
				$ 233.59

May 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed fifteen copies of special provision pages 12 and 13b for the Salt Creek Falls-Odell Lake Section, F.A. Projects Nos. 195-B(2), C(2) and D(2).

The pages contain revised specifications for "Rock Backfill in Drains" and the "Strutting of 48" and 66" Corrugated Iron Pipe."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

April 28, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five blueprint copies of plan sheet No. 2 for the Salt Creek Section, Project No. FA 195-D(2), which sheet has been revised by showing the leveling course on the typical surfacing section.

Revised special provision pages 13, 13a, 13b, 13c and 15 and bid item sheets 2 and 3 are enclosed herewith, all of which concern changes in the type of culvert pipe to be used on the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

April 26, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Salt Creek Section, Project No. FA 195-D (2).

Five sets of blueprint plans are being sent under separate cover.

Your attention is called to the item of "62 lineal feet - Install 30" and 36" Culvert Pipe, which proposes the use of pipe purchased from the contractor on the Gold Lake Trail-Odell Lake Section, Project No. NRH 195-B (1935) under Price Agreement No. 3, Contract No. 1652. The pipe was furnished by the contractor for use on that project, but revision in the culvert locations eliminated its necessity and it was purchased from him by the State. It, accordingly, appears logical and economical to use the pipe on project No. 195-D (2).

If cooperation cannot be allowed on the item, we will list it as non-participating when the agreement estimate is submitted.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 195-D (2)

SALT CREEK SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 26, 1939

Original Project (Sta. 1407+20 to 1573+95)

All Required		Clearing and Grubbing		$ 5,800.00
2,200	cu. yds.	Trench Excavation	$ 1.00	2,200.00
62,000	cu. yds.	Excavation, Sta. 1407 to 1506	.37	22,940.00
70,000	cu. yds.	Excavation, Sta. 1506 to 1542	.56	39,200.00
22,000	cu. yds.	Excavation, Sta. 1542 to 1573+95	.37	8,140.00
220,000	yd. sta.	Overhaul	.01	2,200.00
17,000	yd. mi.	Truck Haul	.12	2,040.00
31,800	yd. mi.	Truck Haul on Excavation West of Sta. 1573+95	.10	3,180.00
3.16	miles	Finishing Roadbed and Slopes	300.00	948.00
23,400	lin. ft.	Rounding Cutbanks	.10	2,340.00
4,700	sq. yds.	Trench Blasting	.30	1,410.00
1,200	lin. ft.	8" Perforated Corr. Iron Pipe	.90	1,080.00
350	lin. ft.	18" Corr. Iron Pipe	2.00	700.00
1,300	lin. ft.	24" Corr. Iron Pipe	3.00	3,900.00
210	lin. ft.	24" Extra Strength Corr. Iron Pipe	3.50	735.00
70	lin. ft.	30" Corr. Iron Pipe	4.00	280.00
16	lin. ft.	36" Corr. Iron Pipe	6.00	96.00
230	lin. ft.	48" Corr. Iron Pipe	9.00	2,070.00
70	lin. ft.	66" Corr. Iron Pipe	14.00	980.00
62	lin. ft.	Install 30" and 36" Culvert Pipe	1.50	93.00
450	cu. yds.	Rock Backfill in Drains	2.50	1,125.00
40	cu. yds.	Cement Rubble Masonry	15.00	600.00
1,600	lin. ft.	Cable Guard Fence	1.00	1,600.00
100	only	Sight Posts	2.00	200.00
3.16	miles	Placing Quarry-run Rock in Base	1,200.00	3,792.00
9,900	cu. yds.	3/4" - 0" Rock in Quarry-run Rock Base	1.40	13,860.00
2,750	cu. yds.	Filler	.40	1,100.00
5,500	yd. mi.	Hauling Filler	.15	825.00
498	M-gal.	Sprinkling	1.50	747.00
3.16	miles	Preparation of Base	100.00	316.00
830	cu. yds.	Mineral Aggregate in Place	2.75	2,282.50

117	tons	Emulsified or RC-3 Asphalt in Place	$ 22.00	$ 2,574.00
59	tons	RC-6 Road Oil in Place	22.00	1,298.00
			Subtotal	$ 130,651
			10% Engr. & Cont.	13,065
			Total	$ 143,716

Length 3.158 miles
Cost per mile $ 45,508

Extension of Project (Sta. 1573+95 = 1472+49.5 to 1476+25)

All Required		Clearing and Grubbing		$ 200.00
24,000	cu. yds.	Excavation, West of Sta. 1573+95	$ .56	13,440.00
200	yd. mi.	Truck Haul on Excavation West of Sta. 1573+95	.10	20.00
.07	mile	Finishing Roadbed and Slopes	300.00	21.00
600	lin. ft.	Rounding Cutbanks	.10	60.00
.07	mile	Placing Quarry-run Rock in Base	1,200.00	84.00
200	cu. yds.	3/4" - 0" Rock in Quarry-run Rock Base	1.40	280.00
50	cu. yds.	Filler	.40	20.00
100	yd. mi.	Hauling Filler	.15	15.00
2	M-gal.	Sprinkling	1.50	3.00
.07	mile	Preparation of Base	100.00	7.00
20	cu. yds.	Mineral Aggregate in Place	2.75	55.00
3	tons	Emulsified or RC-3 Asphalt in Place	22.00	66.00
1	ton	RC-6 Road Oil in Place	22.00	22.00
			Subtotal	$ 14,293
			10% Engr. & Cont.	1,429
			Total	$ 15,722

Length .071 mile
Cost per mile $ 221,436

SUMMARY OF FUNDS REQUESTED

	Total Cost	Federal Aid Funds	State Funds
Original Project	$ 143,716	$ 86,236	$ 57,480
Extension	15,722	9,434	6,288
	$ 159,438	$ 95,670	$ 63,768

NON-PARTICIPATING ITEMS

Culvert Pipe Furnished Under Price Agreement No. 3, Contract No. 1652

22 lin. ft.	30" Corr. Iron Pipe	$ 2.763	$ 60.79
40 lin. ft.	36" Corr. Iron Pipe	4.32	172.80
			$ 233.59

[illegible]

[illegible]

[illegible]

[illegible]
[illegible]

[illegible]

[illegible]
[illegible]

[illegible]

SALT CREEK-ODELL LAKE SECTION

PROJECTS NOS. FA 195-B (2), C (2) AND D (2)

All necessary right of way has been acquired.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 26, 1939

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

~~[illegible]~~

Cascade Summit
May 29th., 1939

FA 195-D-2

RECEIVED
MAY 31 1939
OREGON
STATE HIGHWAY COMMISSION

NOTED
Asst. State Highway Engineer

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads
Portland, Oregon.

Dear Sir:

Work began today on F A 195-D (2) , Salt Creek Section of Willamette Highway , Contract No. 2178.

Very truly yours,

Glenn E. Roberts.

Glenn E. Roberts .
Resident Engineer.

cc Mr. R. H. Baldock
Mr. S. H. Probert
Mr. K. D. Lytle

RECEIVED
MAY 23 1939
FOR FILING

May 22, 1939

Mr. J. A. Lyons
3305 N. E. Halsey Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2172 which was awarded to you on May 18, 1939, by the State Highway Commission for the grading, surfacing, and oiling of the Salt Creek Falls-Odell Lake Section of the Willamette Highway, in Klamath and Lane Counties.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your files and records. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS with reference to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph immediately preceding the colored pages, relating to payment by the contractor of amounts due hodpital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
MAY 22 1939
FOR FILING

77 195-B-2
C-2 + 10-2

May 20, 1939

Mr. J. A. Lyons
3305 N. E. Halsey
Portland, Oregon

Dear Sir:

The State Highway Commission on May 18, 1939, awarded you the contract for 3.23 miles grading and 6.86 miles surfacing and oiling, also furnishing of 2,450 cu. yds. crushed rock in stock piles, on the Salt Creek Falls-Odell Lake Section of the Willamette Highway, in Klamath and Lane Counties. This award was based on your low bid of $166,859.90 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. C. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 195-B (2), 195-C (2) and 195-D (2), the Salt Creek Falls-Odell Lake Section of the Willamette Highway, to J. A. Lyons, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAY 5 - 1939
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 5 1939
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Projects
Primary

OREGON STATE HIGHWAY COMMISSION
SALEM

May 4, 1939

IN REPLY PLEASE REFER TO FILE No.

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED

Attention: H. G. Smith

Dear Sir:

Reference is made to your letter of May 2d concerning the constructed line Transit and Level Notes for the Odell Lake Section of the Willamette Highway.

We assume the Odell Lake Section is the first section east of Station 1214-86.7. We do not have these notes and our correspondence file indicates that we have not had notes on any of the section east of the above station.

We are writing Mr. Roberts today as these notes possibly might have been given to him by Mr. Slavens.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:C

cc: Baldock ✓
Roberts - Eugene

RECEIVED
MAY 1- 1939
FOR FILING

FA 195-D-2

May 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

To supplement our letter of April 24, in regard to the use of a 66" corrugated iron pipe culvert on project FA 195-D (2), we are giving below a comparison of the cost of a 66" pipe with the cost of a 4' x 6' concrete box:

(1) Per foot cost of pipe:	
66" Corr. Iron Pipe, Protected Invert - - -	$ 14.00
(2) Per foot cost of 4' x 6' concrete box:	
0.62 cu. yds. concrete at $25.00 - - - - -	$ 15.50
114 lbs. metal reinf. at $0.06 - - - - - -	6.84
Cost per foot of box - - - - -	$ 22.34

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

FORM 5-3-1 500 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE

Const.
[illegible]

May 3rd
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

This is to acknowledge receipt of your letter of the 2nd instant relative to the transit notes on the Willamette highway.

The constructed line transit notes and original field notes were turned in to this office by Resident Engineer C. C. Slavens on September 13, 1938, together with the 100' detail map.

Mr. Slavens stated in his letter of transmittal that it was his intention to complete the map in detail, particularly in regard to showing creeks, summer home tracts and other cultural items. However, this information was never placed on the map and it is our intention to complete it under this new oiling and surfacing project, at which time it will be forwarded to your office for final records.

Very truly yours,

WM.E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. E. A. Skelley

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FOR

FAP 195-D-2

RECEIVED
MAY 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

May 3, 1939

RECEIVED
MAY - 4 1939
OREGON STATE HIGHWAY C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 195-D (2), Salt Creek section of the Willamette Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

It is suggested that it would facilitate the starting of construction on the Bureau forest road project adjoining if the contractor on F.A.P. 195-D (2) were required to excavate the extension at the west end of this project first.

Your attention is called to page 13-b of the special provisions, which provide for strutting of the 66" pipe in accordance with the accompanying plan. However, neither the special provisions nor the plan show the percentage to be used in this strutting.

On page 12 of the special provisions the rock backfill for drains calls for rock passing a 4" circular opening and retained on a 1". We believe the lower limit should be changed so as to provide for finer material.

Revised spec. sent

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

FORM [illegible]-A-1 10M [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 2 - 1939
STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 - 1939
FOR FILING

Const

May 1, 1939

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: Chas. E. Low

Dear Sir:

Glenn Roberts will be the engineer who will show contractors over the Salt Creek Falls-Odell Lake Section.

Anyone wishing to contact him should inquire at the Maintenance Office in Eugene as to where he can be found. It is impossible for him to stay on the job, at this time, and he will remain in Eugene until the clearing contractor starts work, then he will move up to Salt Creek Falls.

It is now possible to drive up to the tunnel from the west end and within a few days, I believe, it would be possible to drive from the east as far as the crossing at Salt Creek, Station 1407.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock

SALT CREEK-ODELL LAKE SECTION

PROJECTS NOS. FA 195-B (2), C (2) AND D (2)

All necessary right of way has been acquired.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 26, 1939

RECEIVED
MAY 3 - 1939
FOR FILING

April 24, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Your attention is called to the fact that at Station 1455+80 of the Salt Creek Falls-Odell Lake Project, we propose to install a corrugated iron pipe culvert having a diameter of 66 inches.

The reasons which, in our opinion, justify the use of corrugated iron pipe at this location are as follows:

1. The site of the culvert is in mountainous territory to which there is no access by existing road or trail, making it very difficult to take in either heavy sections of concrete pipe or cement and gravel for a concrete box.

2. Because of high altitude, the working season is very short, and expeditious performance of all work is necessary. To delay construction of the embankment at the culvert site while a box culvert is being constructed and cured would make completion of the grading work before winter even more difficult than as now planned.

3. A third, though probably less important consideration, is that the use of corrugated iron pipe will effect a material saving in cost.

The foregoing statements are made in conforming with the requirements of Mr. MacDonald's memorandum dated May 3, 1935.

If the use of the 66-inch corrugated iron pipe does not meet with your approval, please advise at once.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED

April 15th, 1939

Mr. F. H. Brundage
Acting Regional Forester
Post Office Building
Portland, Oregon

Dear Sir:

For surfacing the Willamette Highway from Odell Lake to Salt Creek Falls, the Highway Department has planned to use the dice rock rim about .5 mile south of the highway on your forest connection to Summit Lodge. I think Mr. Farmer of the Bureau of Public Roads also planned on using this rock in case the Bureau had been placed in charge of the surfacing. This is by far the most economical quarry available and will afford a material saving to the State over any of the more refractory rock quarries in that neighborhood.

As you are aware, the State Highway Department, Bureau of Public Roads and Forest Service have planned for the last several years to open the Willamette Highway during 1940, and the State Highway Department has made unusual efforts to allocate sufficient money to provide a dustless surface by that time. To accomplish this it has been necessary to economize in every possible way as instanced by the fact that from the west end of Odell Lake to the Dalles-California Highway we are merely putting down the first course of subbase covered with a light oil in order to expedite the opening of the road. Of course it will be necessary to follow this immediately with a heavier surface, but this can be done under traffic, and the road will be opened several years earlier than under ordinary procedure.

I am advised that the superintendent in charge of this forest does not feel that his authority empowers him to grant us the use of a quarry where considerable criticism might arise over the despoiling of the scenic beauty; therefore, I would appreciate it if you would delegate someone from the Portland office to make a thorough review of the situation as I am confident that we can obtain the necessary amount of rock (about 20,000 yards) without any disfiguration of the landscape. I would be willing to specify that the crusher be set up adjacent to the Willamette Highway and the rock hauled to the crusher in trucks. The rock can be taken from the cliff as a systematic widening of your roadbed so that there will be no quarry hole, and the only difference from present conditions will be that the road will be slightly wider and the bank some 10 or 15 feet higher. In fact, I believe that the removal of this amount of rock would be quite

To: F. H. Brundage
Subject: Willamette Highway Surfacing
Odell Lake-Salt Creek Falls

4/15/39
Page 2

serviceable in reducing the sharpest turn on your road.

I wish to contract this project on the 18th of May; therefore, I would suggest that this inspection be made on the 24th of this month as that will give us one week to open up the prospect holes and make a better analysis of the project.

Very truly yours,

State Highway Engineer

R

FORM E-A-1 10M 5-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
APR 15 1939

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 14, 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

We are enclosing Statement of Material Sources and Stockpile Sites for the Salt Creek Falls-Odell Lake Section.

Sites 3 and 4 which are in the Willamette National Forest have been approved by the Forest Supervisor and a Special Use Permit will be issued. Site 4 lies within the right-of-way on the Bureau of Public Roads section.

Site 2 has been approved by the Supervisor of the Deschutes National Forest and a Special Use Permit will be issued.

Site 1 has been approved by the Forest Service Inspector but we have not yet received word from the Supervisor as to whether he will issue a Special Use Permit to cover this site. It is believed Mr. Burgess will follow the Inspector's recommendations as outlined in Mr. Lytle's letter yesterday.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

enc

cc: Baldock

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 13, 1939

IN REPLY PLEASE
REFER TO FILE NO.

R. H.Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Test holes were dug in the cut at the west end of the Salt Creek Falls-Odell Lake Section, and Friday I measured the overburden which I found to be as follows:

Station	1473+50	10	Ft.	Overburden
"	1474+36	4	"	"
"	1474-85	0	"	"
"	1475+27	0	"	"
"	1475+69	8	"	"
"	1476+14	6	"	"

The above stations are west of Station 1573+95. Although your office now has the cross-sections, we figured that this earth overburden amounted to approximately 3400 cubic yards and due to the change in the slope which would be required, we estimate that the total yardage in the cut would amount to 22,455 instead of 22,055 shown on our plans. Of this 22,455 cubic yards, 19,055 would be rock and 3400 earth or overburden.

As we required 4830 cubic yards of solid rock per mile for the quarry run base, the stationing of the east end of this type of work should be moved west from Station 1354 to Station 1370+25.

I have made out a new tabulation of quantities, estimate of cost and computations which should be substituted for the ones sent with the Special Provisions.

Yesterday, I looked over the quarry named in the Specifications, which was described as being 0.20 of a mile southwest of Station 1261, M.P. 63.31, in company with a representative of the Deschutes Forest Service and he agreed to recommend to the Forest Supervisor that a Special Use Permit be issued, subject to the following regulations:

1. That the plan and quarry be confined to an area which would all be located at least 75 feet beyond the Forest Service Road leading from the Willamette Highway to the west end of Odell Lake.

2. That no trees be cut between the plan or quarry and the Forest Service Road.

3. That the overburden and screen rejections be placed in neat piles at least 150 feet from the road where they would be hidden from view.

4. That the hauling road from the quarry to the Forest Service Road be located in such a manner as would afford the best screening of the road. The location of the road to be worked out between the officers of the Forest Service and the Contractor.

The above regulations should be incorporated in the Special Provisions.

The best quarry is located 0.5 of a mile southwest of Station 1261 but the Forest Service would not agree that we could use it on account of the scar it would leave along their road. I tried to get them to let me use it but had no luck.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock

FORM 5-A-1 7M 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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APR 3 - 1939

Project
Primary

RECEIVED
APR 3 - 1939
OREGON
STATE HIGHWAY COMMISSION

April 2, 1939

R. H. Baldock,
State Highway Engineer,
Salem, Oregon

ATTN: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Enclosed are two sets of Special Provisions of the Salt Creek Falls - Odell Lake Section, Willamette Highway.

Under separate cover we are forwarding the following location data on this project:

3 rolls cross sections, 132-17-18-19
1 roll blue print profile Salt Creek Falls - Salt Creek Crossing Section
1 roll profile (pencil on full width hen skin) on one mile section east of Salt Creek Falls
1 roll (blue print) B.P.R. Plan Sheet 3, Project 21-K3,L
1 book earthwork computation sheets, 144-19

Very truly yours,

K. D. LYTLE,
DIVISION ENGINEER

By:
R. B. Sipprell
Office Engineer

RBS:S

2 encl.

Const
Projects
Bridge

February 17,1939.

Mr. K.D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In accordance with radio request of this date by Mr. Sipprell, we are attaching herewith earthwork computation sheets and classification notes on Salt Creek Falls-Salt Creek Section of the Willamette Highway.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
CC to
C. B. McCullough ✓

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 7th, 1939

Coast
Projects
[illegible]

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED

Dear Sir:

As soon as Farmer returns the Salt Creek-Salt Creek Falls data, please devote your immediate attention to the preparation of plans and specifications for this project, as I want the project in this office so that it can be let immediately upon the Commission taking action.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

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Project
[illegible]

Jan. 20, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending herewith, for your consideration, a tabulation of estimates I have made, covering the surfacing of the Willamette Highway from mile point 57.40 (Salt Creek Falls) to mile point 64.18, which mile point is at the west end of the surfacing job let in Mr. Chandler's Division.

Estimates 1A and 2A cover jobs which are split into two types at Station 1490.

These estimates have not been worked up with a great deal of refinement, but I believe they are close to the prices we can contract the work. Estimates cover only the rock surfacing and do not have anything added for oiling or engineering.

Very truly yours,

K. D. LYTLE
Division Engineer

encs

cc: McCullough ✓

FORM S-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const Projects

December 27th, 1938

NOTED
Asst. State Highway Engineer

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Under separate cover I am sending specifications of the Odell Lake-Walker Mountain Section and plat of the material sources.

Will you kindly submit specifications and estimate of cost of the surfacing of the Salt Creek Falls-Odell Lake Section as soon as you return in order that it can be included with the grading of the same section.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT# [redacted] 2179

FAP 160-A(2) Interstate Ave. Lighting 1939
Pacific Hwy.
2179

#3171

Form E-30—Revised—35M—8-39

160-A-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1939

Subject: Interstate Avenue Lighting
Contract Number 2179

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Birkemeier & Saremal completed their work on Contract Number 2179, Interstate Avenue Lighting Project, on October 31, 1939. Will you please secure authority from the Commission to pay the final estimate on this job.

This will not require an extension of time, as the work was completed within the time specified in the contract.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:TH

APPROVED BY HIGHWAY COMMISSION
DATE 11/21/39
Secretary

#2179

FAP 160-A-2

November 15, 1930

General Casualty Company of America,
Mansfield & Company, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2179, for the construction of the highway lighting system on Columbia Boulevard-Harding Avenue Section of Interstate Avenue in Multnomah County, has been completed by the contractors, Birkemeier & Saremal, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 25, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $58,883.25, including the final payment. Of this amount $582.25 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FA 160-A-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
STATE HIGHWAY COMMISSION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 160-A (2), Interstate Avenue Lighting ______, was made by a representative of this office on October 31, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

Form E-30—Revised—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 4, 1939

160-a-2

Subject: Final Estimate - Interstate Avenue Lighting, Contract No. 2179

To Mr. G. S. Paxson, Bridge Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith final estimate for Interstate Avenue Lighting, Contract No. 2179, which was completed on October 31, 1939, by Birkemeier & Saremal.

1. Four copies Final Estimate
2. Three copies Quantity Summary Sheet
3. Record of Extra Work Order Bills
4. Second Invoice for Force Order No. 1 in the amount of $5.78, covering grass seed and screw jack rental.

These were mailed to me for approval, but I have not received other usual final records. I suggested to Mr. Everson that he submit a map showing line as constructed. On this map number of poles and bases could be checked. It will be interesting in the future to know the exact locations of these poles, wiring and location of the two types of reflectors. One pole near Greeley was moved from the original location, and I believe some change was made in the manner of setting another pole on the retaining wall about 500 feet north of Greeley. Probably the locations of some of the other poles was moved slightly from those shown on the plans. If a construction map is made on cloth, please send me one print.

A week ago I drove over this street at night. I liked the reflectors south of Killingsworth better than those north of Killingsworth. The bowls of the lights north of Killingsworth are so bright, that by contrast, the street surface and pedestrians are not so well illuminated as south of Killingsworth, where the source of light itself is not so visible to the driver's eye.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:MB
cc: Mr. R. H. Baldock
Mr. H. G. Smith
Encl.

NOTED
C. B. McCullough

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FAP 160-A-2

RECEIVED
AUG 24 1939
FOR FILING

Salem, Oregon
August 22, 1939

From: Mr. G. S. Paxson
Bridge Engineer

To: Mr. C. B. McCullough
Assistant State Highway Engineer

Subject: Power supply for Interstate Avenue lights.

NOTED
C. B. McCullough

I am returning herewith a copy of City of Portland Ordinance No. 72760. The city is to furnish the power for the operation of the Interstate Avenue lighting system, and this ordinance is in reality a contract with the Portland General Electric Company for the furnishing of this power. It is purely a city matter in which we are not particularly interested. We left the location of the transformers serving the system open in the contract and will now arrange these to meet this source of supply.

GSPaxson
G. S. Paxson
Bridge Engineer

GSP CM
Attached

CITY OF PORTLAND
OREGON
OFFICE OF CITY AUDITOR
WILL E. GIBSON, AUDITOR

AUG 21 19

August 19, 1939

State Highway Commission,
Salem,
Oregon.

REFERRED TO Paxson
By Asst. State Highway Engineer

Please note & return with comment
CBM

Gentlemen:-

Herewith please find copy of Ordinance No. 72760.

AUG 22 1939

Yours very truly,

WILL E GIBSON
AUDITOR OF THE CITY OF PORTLAND.
By N. M. Moody
Deputy.

241 lamps for said lighting, which price is deemed to be reasonable in connection with the terms and provisions hereof; now, therefore, the Mayor and the Commissioner of Public Utilities are hereby authorized to enter into a contract on behalf of the City with said Portland General Electric Company for said lighting on the basis above stated, such contract to be supplemental to and constitute a part of the contract heretofore entered into with said Portland General Electric Company under date of October 24th, 1938, and expiring on March 31, 1943. The terms and provisions of said contract shall be applicable to the service herein provided except as otherwise stated herein. In view of the discontinuance of the present lights along said avenue, it is provided that no additional bond shall be required of said Company by reason of the obligations of said Company herein stated. The lighting herein provided for shall be made to fully comply with the requirements contained in the contract between the City of Portland and the State of Oregon by its said Highway Commission with reference to the maintenance of said lighting system.

ORDINANCE NO. 72760

AN ORDINANCE authorizing the Mayor and Commissioner of Public Utilities to enter into a contract with the Portland General Electric Company for the lighting of North Interstate Avenue, and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. It appearing to the Council that under Ordinance No. 72299 provision has been made for installing certain special lighting and maintaining the same whereby the State Highway Commission is providing the equipment and facilities therefor and the City is to provide for maintaining the same; that the Portland General Electric Company is now under contract with the City for street lighting in the portion of the City where said avenue is located and in a position to furnish the power and other facilities necessary for lighting said avenue; that said company has offered to furnish the necessary energy, lamp renewals, cleaning of lumenaires and all ordinary maintenance, including the necessary equipment and installation now furnished by the Highway Commission for the sum of $21.00 per lamp per annum, payable at the rate of $1.75 per month per lamp, such lighting units to be 4,000 lumens, 6.6 ampere, series lamps, the Highway Department plans showing a total of 241 lamps for said lighting, which price is deemed to be reasonable in connection with the terms and provisions hereof; now, therefore, the Mayor and the Commissioner of Public Utilities are hereby authorized to enter into a contract on behalf of the City with said Portland General Electric Company for said lighting on the basis above stated, such contract to be supplemental to and constitute a part of the contract heretofore entered into with said Portland General Electric Company under date of October 24th, 1938, and expiring on March 31, 1943. The terms and provisions of said contract shall be applicable to the service herein provided except as otherwise stated herein. In view of the discontinuance of the present lights along said avenue, it is provided that no additional bond shall be required of said Company by reason of the obligations of said Company herein stated. The lighting herein provided for shall be made to fully comply with the requirements contained in the contract between the City of Portland and the State of Oregon by its said Highway Commission with reference to the maintenance of said lighting system.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: That the lighting of said avenue as herein provided is needed at the earliest practicable date and it is necessary that the wiring therefor be done in advance of or concurrently with the work being and to be performed under authority of the Highway Commission; therefore, an emergency is hereby declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council AUG 16 1939

JOSEPH K. CARSON, Jr.

Mayor of the City of Portland.

Attest: Will E. Gibson.

Auditor of the City of Portland.

7-21-39
Commissioner Clyde.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 10 1939
STATE HIGHWAY

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Oregon FAP 160-A (2)
Interstate Ave. Lighting
Portland

160-A-2

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By E. J. Caufield
E. J. Caufield
Highway Engineer

Encls.

Jon

/ Appr- 39289

Form P. R. 2

State Oregon

Federal Aid Project No. 160-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 6th day of June, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of May, 1938, a project statement, which was approved by the Secretary on the 11th day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the United States District Engineer on the 3rd day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-five thousand, three hundred fifty and no/100 dollars ($ 25,350.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 51, laws 1920; Chap. 68, laws 1931. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 104+02.7 on North Denver Avenue at the south end of the concrete viaduct over NE Columbia Blvd. in Portland, and survey station 279+70 on Interstate Avenue, near Harding Avenue, in Portland, length 3.311 miles, in Multnomah County, being Section A(2) of Oregon Federal Aid project No. 160, consisting of 3.311 miles of ~~[illegible]~~ / highway lighting. ~~[illegible]~~ ~~of a mile in length.~~

8—5518

RECEIVED
★ JUN 8 - 1939 ★
DISTRICT 1

★ JUN 3 -

★ JUL - 7 1939 ★
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **A(2)** of said project shall not in any event exceed the sum of **twenty-five thousand, three hundred fifty and no/100** dollars ($**25,350.00**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **forty-two thousand, two hundred thirty-five and 60/100** dollars ($**42,235.60**), the approved total estimated cost of Section **A(2)** of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project ~~in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ **The project will be maintained by the City of Portland pursuant to its agreement with the Highway Department dated April 21, 1939.** (Include reference to statute authorizing funds and probable amount annually available)

JUL 1939 DIST.

RE JUN 8- 1939 DIST.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project ~~and to that end will provide for the constant making of needed repairs to [illegible] highway.~~

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of JUN 22 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Herman W. Oliver
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

SECRETARY OF AGRICULTURE,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5513

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 160-A(2) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 42,235.60 as the total estimated cost of said project, and the sum of $ 25,350.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 22 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By ______
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

160-a-2

June 7, 1939

BIRKEMEIER & SAREMAL
Milwaukie, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2179 which was awarded to you on May 18, 1939, by the State Highway Commission, covering the construction of a roadway lighting system on the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West, in Portland, Multnomah County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 9 - 1939
FOR FILING

160-a-2

June 7, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Interstate Avenue Lighting Project, Project No. FA 160-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

RECEIVED
JU[illegible] 1939
FOR FILING

RECEIVED
JUN 5 - 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

160-A-2

June 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Project No. 160-A (2), Lighting the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West, in Portland.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

We request that you do not delay action in returning this agreement as it is financed with 1938 Federal Aid funds which will lapse if the agreement is not completely executed by June 30, 1939.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Kon

RECEIVED
JUN 9 - 1939
FOR FILING

160-a-2

May 27, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Columbia Blvd.-Harding Ave. Section, Project No. FA 160-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
MAY 29 1939
FO

160-1-2

May 27, 1939

BIRKEMEIER & SAHHMAL
Milwaukie, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2179 which was awarded to you by the State Highway Commission on May 18, 1939, covering the construction of roadway lighting system on the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West, in Portland, Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5, page7, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of the Act and to carry on your work under this contract in strict conformity thereto.

Your attention is also called to the mimeographed page immediately preceding the inserted map, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

Oregon State Highway Department　　　　Federal Aid Project No. 160-A(2)

COLUMBIA BLVD.-HARDING AVE. SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 26, 1939

32 only	Steel Poles with 8' Mast Arms in Place	$ 108.00	$ 3,456.00
209 only	Steel Poles with 16' Mast Arms in Place	115.00	24,035.00
120 only	Type "A" Luminaires	22.00	2,640.00
121 only	Type "B" Luminaires	21.00	2,541.00
All Required	Equipment for Transformer Stations		2,624.00
All Required	Wiring		3,100.00
		Subtotal	$ 38,396.00
		10% Engr. & Cont.	3,839.60
		Total	$ 42,235.60

Federal Aid Funds Requested- -	$ 25,350.00
State Funds- -	16,885.60
	$ 42,235.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1917; Chap. 88, laws 1931

Oregon State Highway Department   Federal Aid Project No. 160-A(2)

COLUMBIA BLVD.-HARDING AVE. SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 4, 1939

32	only	Concrete Poles with 8' Mast Arms in Place	$ 116.00	$ 3,712.00
209	only	Concrete Poles with 16' Mast Arms in Place	125.00	26,125.00
32	only	Steel Poles with 8' Mast Arms in Place	116.00	(Alternate)
209	only	Steel Poles with 16' Mast Arms in Place	125.00	(Alternate)
120	only	Type "A" Luminaires	30.00	3,600.00
121	only	Type "B" Luminaires	30.00	3,630.00
All Required		Equipment for Transformer Stations		3,000.00
All Required		Wiring		3,000.00
		Subtotal		$ 43,067
		10% Engr. & Cont.		4,306
		Total		$ 47,373

Federal Aid Funds Requested- $ 28,430
State Funds- 18,943

$ 47,373

(8)

Oregon State Highway Department **Federal Aid Project No. 160-A(F)**

COLUMBIA BLVD.-HARLING AVE. SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 1, 1939

32	only	Concrete Poles with 8' Mast Arms in Place	$116.00	$ 3,712.00
209	only	Concrete Poles with 16' Mast Arms in Place	125.00	26,125.00
32	only	Steel Poles with 8' Mast Arms in Place	116.00	(Alternate)
209	only	Steel Poles with 16' Mast Arms in Place	125.00	(Alternate)
120 ~~121~~	only	Type "A" Luminaires	30.00	~~3,630.00~~ 3600.00
121 ~~120~~	only	Type "B" Luminaires	30.00	~~3,600.00~~ 3630.00
All Required		Equipment for Transformer Stations		3,000.00
All Required		Wiring		3,000.00
			Subtotal	$ 43,067
			10% Engr. & Cont.	4,306
			Total	$ 47,373

Federal Aid Funds Requested- $ 28,430
State Funds- 18,943

$ 47,373

CONFIRMATION

RECEIVED
MAY 25 1939
FOR FILING

of Public Roads
MAY 25
8010-20 Oregon

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

160 A-2

DAY LETTER

Portland, Oregon
May 24, 1939

R. H. Baldock
State Highway Engineer
Salem, Oregon

INTERSTATE AVENUE LIGHTING OREGON 160-A(2) FINANCED WITH 1938 FEDERAL AID. PLEASE SUBMIT AGREEMENT ESTIMATE WITHOUT DELAY TO PREVENT LAPSE OF FUNDS

Anderson

Paid Gov't. Rate

NOTED
Asst State Highway Engineer

RECEIVED
MAY 22 1939
FOR FILING

FAP 160-9-2

May 20, 1939

Birkemeier & Saremal

Milwaukie, Oregon

Gentlemen:

The State Highway Commission on May 18, 1939, awarded you the contract for construction of 3.23 miles of highway lighting on the Interstate Avenue Lighting Project, Pacific Highway West, in the city of Portland. This award was based on your low bid of $38,476.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 22 1939
OREGON
HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 160-A (2), the Interstate Avenue Lighting, Pacific Highway West, in the City of Portland, to Birkemeier & Saramel, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 5 - 1939
FOR FILING

May 4, 1939

Mr. Ormond R. Bean,
Commissioner of Public Works
City Hall
Portland, Oregon

Dear Mr. Bean:

I am handing to you, herewith, executed agreement between the City of Portland and the State Highway Commission covering the maintenance, by the City, of the Interstate Avenue lighting project after installation by the State. This copy of the agreement is for your records and files.

Yours very truly,

Secretary

HBG:MC

encl.

RECEIVED
MAY 5 - 1939
FOR FILING

May 4, 1939

Mr. J. M. Devers,
Attorney
OFFICE

Dear Sir:

I am handing to you, herewith, a copy of the agreement with the City of Portland covering the maintenance of the lighting system on Interstate Avenue, Portland. This should be attached to your copy of the other agreement with the City providing for this lighting installation.

Yours very truly,

HBG:MC

Secretary

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 6

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 160-A (2), the lighting of Interstate Avenue, West Side Pacific Highway, in Portland, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

COLUMBIA BLVD.-HARDING AVE. SECTION

PROJECT NO. FA 160-A(2)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 1, 1939

May 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, the following papers for the Columbia Boulevard-Harding Avenue Section, Project No. F. A. 160-A (2):

1. Seven copies of estimate to accompany plans and specifications.
2. Five copies of right of way statement.
3. Five sets of blueprint plans.
4. Five bid proposals.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Oregon State Highway Department　　　　Federal Aid Project No. 160-A(2)

COLUMBIA BLVD.-HARDING AVENUE SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 5, 1938

Highway Lighting (Sta. 187+00 to 277+76.4)

6	only	10" Poles with Single Mast Arms	$ 125.00	$ 750.00
6	only	10" Poles with Double Mast Arms	144.00	864.00
10	only	8½" Poles with Single Mast Arms	110.00	1,100.00
108	only	8½" Poles with Double Mast Arms	128.00	13,824.00
122	only	Type "A" Luminaires	34.00	4,148.00
122	only	Type "B" Luminaires	24.00	2,928.00
34	only	Contact Lights Complete	80.00	2,720.00
24	only	Type "A" Isolating Transformers	25.00	600.00
5	only	Type "B" Isolating Transformers	35.00	175.00
All Required		Equipment for Transformer Stations		3,000.00
All Required		Wiring		2,800.00
			Subtotal	$ 32,909
			10% Engr. & Cont.	3,290
			Total	$ 36,199

Federal Aid Funds Requested- $ 22,090
State Funds- 14,109

$ 36,199

RECEIVED
OCT 26 1938
FOR FILING
Current Projects Municipal

October 24, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Re: Interstate Avenue Lighting

Gentlemen:

Under dates of June 18 and August 26 of this year we wrote you concerning the proposed lighting installation on Interstate Avenue in Portland. The widening and resurfacing of this section of Interstate Avenue is nearing completion. It is highly desirable that the lighting installation be made in the near future so that this relatively high speed highway can be safely operated.

I wish to point out again that this project is not advanced with the idea of lighting a city street. This street is the route of the Pacific Highway entering Portland from the north and carries in the neighborhood of 7,000 cars per day of purely highway traffic. The section which we propose to light under this project is suburban in character and is not in any sense a business street. The present lighting arrangements on this street are in keeping with the suburban character of this street and are entirely inadequate for the volume of traffic which will be routed over this street.

May we have your favorable consideration of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc C. B. McCullough
G. S. Paxson

CONTRACT# 2180

9-1008 Deschutes Oiling Project, 1939
2180 Central Oregon, Fremont & Century
Drive

FORM E-30 REVISED 20M 8-40

5-W

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

9-1005

Salem, Oregon
October 8th, 1940

Subject: Warren Northwest Inc. Complaint Against Assessment of Engineering Costs on Deschutes Oiling Project

To: Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

Mr. J. R. Wininger, President of the Warren Northwest Inc., has asked for the cancellation of the engineering penalty assessed against that company on the Deschutes Oiling Project, Contract No. 2180. This amounted to $215.80 and was the engineering expenses incurred from August 1st to August 19th, 1939 after the expiration of the completion date of July 31st, 1939.

Inasmuch as the oiling contractor must endeavor to arrange a full season's work for his crew to keep the costs at a minimum and bid prices low, it is sometimes impossible for him to do a particular job at the opportune time. This particular crew seems to have started on the first of May and worked until October 13th, practically continuously on State Highway and P.R.A. jobs.

The Deschutes Oiling Project was divided into three units: The Horse Ridge-Brothers, which was completed before August 1st; the Century Drive, which was completed August 4th; and the West Forest Boundary-Horse Ranch, which was completed on August 16th. The time between the 4th and 16th of August was spent on the Crater Lake Highway, a P.R.A. job, and the Silver Lake-Harris Creek Section, a State Highway job.

I feel that the schedule for this crew was arranged for the most economical season's operations; and therefore, it would be in keeping with our policy to remit the engineering penalty on the Deschutes Oiling Project.

Attached is a schedule of the season's operations.

Very truly yours,

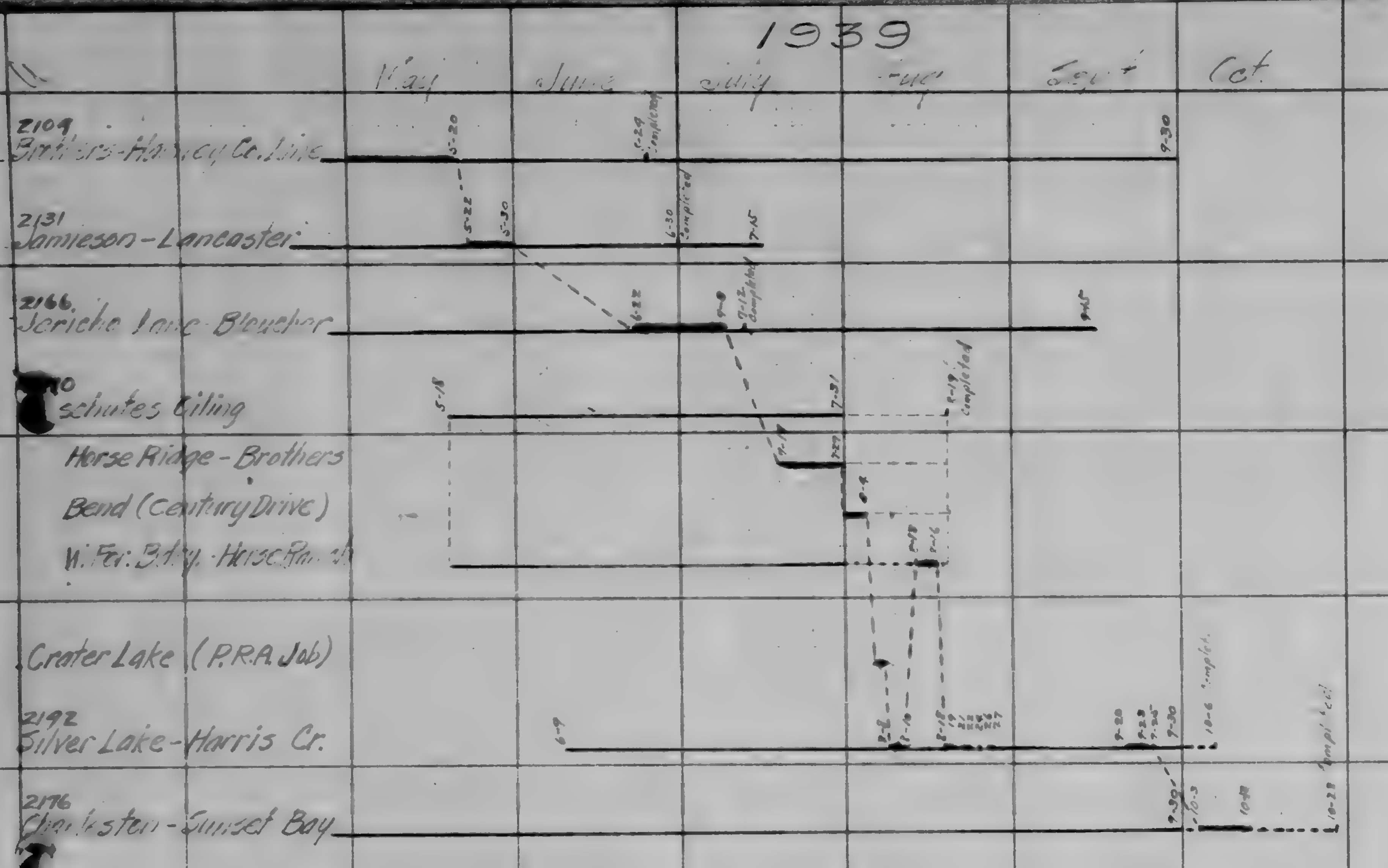
H G Smith

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

M



Note:

Warren Northwest Inc. was the subcontractor on all the above projects except the Deschutes Oiling Project, Contract No. 2180.

215 80
Aug 1-1942

NOTED
D. G. DeSart

RECEIVED
OCT 26 1940
FOR FILING

9-1008

October 26, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2180, Deschutes Oiling Project, on the Central Oregon, Fremont, and Century Drive Highways, in Deschutes County, has been completed by the contractor, Warren-Northwest, Inc., and that final settlement will be made by the state with said contractor, for work done under said contract, on or after November 5, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $23,901.68 and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:[illegible]

NOTED
D. G. DeSart

R.H. Baldock ✓

March 21st, 1940

9-1008

COST ANALYSIS-FINAL REPORT
Deschutes Oiling Project
Contract 2180 Prefix 9-1008
Warren Northwest Inc., Contractors
R. M. Smith, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Horse Ridge-Brothers Section					
Preparation of Base	$495.68	24.98 Miles	$19.85	$45.00	$1,124.10
Placing Mineral Aggregate	3,124.54	4,727 cu. yd.	0.66	0.70	3,308.90
Haul " "	2,351.88	22,198.5 yd. mi.	0.106	0.10	2,219.85
SC-6 Road Oil in Place	7,599.81	446.62 Tons	17.02	19.00	8,485.78
West Forest Boundary-Horse Ranch Section					
Preparation of Base	$222.75	16.24 Miles	$13.72	$45.00	$730.80
Placing Selected Pit Run Gravel	1,107.30	1,938 cu. yd.	0.57	0.60	1,162.80
Haul " "	871.00	9,544.5 yd. mi.	0.092	0.10	954.45
SC-6 Road Oil in Place	2,545.10	152.9 Tons	16.65	19.00	2,905.10
Bend Section					
Preparation of Base	$681.85	2.2 Miles	$310.00	$125.00	$275.00
Sprinkling	225.60	195 M-Gal.	1.16	1.25	243.75
Placing Selected Pit Run Cinders	305.25	110 cu. yd.	2.78	0.70	77.00
Placing Mineral Aggregate	396.81	395 " "	1.00	0.70	276.50
Hauling Cinders & Mineral Aggregate	225.74	1,074 yd. mi.	0.21	0.10	107.40
SC-2 Road Oil in Place	894.66	55.77 Tons	16.04	18.50	1,031.75
SC-6 " " " "	826.87	48 "	17.23	19.00	912.00
PA #6, Purchase SC-6 Road Oil in Bbls.	178.50	12.66 "	14.10	14.10	178.50
Haul SC-6 Road Oil in Bbls.	15.90	318 " Mi.	0.05	0.05	15.90
Deduction, Excess Engineering Costs					- 215.80
	$22,069.24				$23,793.78

Deschutes Oiling Project

Gross Revenue	$23,793.78
Total Cost	22,069.24
Net Profit	$1,724.54

Net Profit Equals 7.2% of the Gross Revenue

Deschutes Oiling Project

Detail of Cost

Labor:		
Supervision	$330.66	
Labor	4,548.50	
State Industrial Accident Insurance	336.43	
Social Security & Unemployment Insurance	224.28	
		$5,439.87
Materials:		
SC-6 Road Oil 660.18 Tons	$8,248.75	
SC-2 " " 55.77 "	725.27	
		8,974.02
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	$2,175.00	
Truck Rental	2,864.87	
Gas, Oil and Grease	896.87	
Moving Expense	604.96	
Small Tools, Supplies & Misc.	240.28	
Overhead Expense	159.55	
Home Office 2% of Gross Revenue	475.88	
Bond 1% of " "	237.94	
		7,655.35
		$22,069.24

Deschutes Oiling Project

REMARKS:

This contract consisted of the application of 43.53 miles of oil mat surface treatment (Type 0-30 modified) on three sections. It was bid and awarded on May 18th, 1939; work was started July 17th and finished August 19th.

The contractor had fair bid prices and with fairly efficient operation was able to show a profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JAN 18

9-1008

January 16, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges your letter of January 13, advising that the claim of Goodrich Silvertown Stores against Warren-Northwest, Inc., in the amount of $221.35, has been paid in full.

We have made note of this release of claim in our records of this job and are today notifying the surety, U. S. Fidelity & Guaranty Company, of the same, (State Highway Contract 2180, Deschutes Oiling Project).

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 16, 1940

U. S. Fidelity & Guaranty Company
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Hon. Earl Snell, Secretary of State, advising that the claim of Goodrich Silvertown Stores, in the amount of $221.35, against Warren Northwest, Inc., in connection with Contract No. 2180 with the State Highway Commission, has been paid in full.

This contract has to do with the Deschutes Oiling Project on the Central Oregon, Fremont, and Century Drive Secondary Highways, in Deschutes, Klamath, and Lake Counties. Inasmuch as you are surety for the contractor on this job, we are calling to your attention the release of this claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Warren Northwest, Inc.
Box 5072
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

JAN 15

January 13, 1940

State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Enclosed is copy of a letter from Goodrich Silvertown Stores releasing the claim filed in this office on December 18, 1939 in the amount of $221.35 against the bond taken from Warren-Northwest, Inc., Portland, Oregon.

Very truly yours,

Earl Snell
Secretary of State

S:FL

ENC.

REFERRED TO
SECRETARY

prepare customary letter.
HBG

COPY

GOODRICH SILVERTOWN STORES
Of the B. F. Goodrich Company

311 S. E. Stark St. Portland, Oregon

January
12th
1940

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

You are hereby authorized to release the claim filed in the name of The B. F. Goodrich Company on December 16th, 1939, in the amount of $221.35, against the bond taken from Warren-Northwest, Inc.,Portland, Oregon for the work of Central Oregon - Fremont and Century Drive - Secondary Highway, Deschutes, Klamath and Lake Counties, 43.53 miles oiling.

Yours very truly,

GOODRICH SILVERTOWN STORES

P. W. BARCUS

Credit-Operating Manager

PWBARCUS
E

cc; Warren-Northwest, Inc.

RECEIVED
DEC 29 1939
FOR FILING

#2180

WARREN NORTHWEST INC.
PORTLAND, OREGON

9-1068

December 28 , 1939

U. S. Fidelity and Guaranty Co.
1112 Bedell Building
Portland, Oregon

Attention, Mr. Jos. A. Boyce, Supt. of Claims
Subject: WARREN NORTHWEST INC.-DESCHUTES OILING PROJECT

COPY

Gentlemen:

We have your letter of December 22nd regarding the B. F. Goodrich Company claim in the amount of $221.35, filed on our bond covering State of Oregon, Deschutes County oiling contract No. 2180. This claim was filed by the B. F. Goodrich Company for a tire account owed them by Mr. E. W. Albano, a truck owner who had two trucks working for us on this job on an hourly basis.

Mr. Albano states that these tires were not used on this job but were used on some of his other trucks that were working for Fisher Brothers on a State of Oregon, Willamette Highway project. Mr. Albano also advises that he explained the above situation to Mr. Barkus, Goodrich Tire Company Credit Manager, to which Mr. Barkus was said to reply that this made no difference to them, they intended to file on our bond anyway.

We have taken this matter up with our Attorneys and are attaching Mr. Albano's signed affidavit substantiating the above.

Very truly yours,

WARREN NORTHWEST INC.

J. R. Wininger
President

Copy to H. B. Claiyer
JRW:EA

REFERRED TO
McFarland
SECRETARY

AFFIDAVIT OF E. W. ALBANO

STATE OF OREGON)
County of Multnomah) ss.

I, E. W. ALBANO, being first duly sworn, say that I am the owner of a number of trucks, some of which I have been using as a contract hauler in the doing of some work for Warren Northwest, Inc. on the Deschutes Oiling Project on the Central Oregon, Fremont and Century Drive Highways, in Deschutes, Klamath and Lake Counties, Oregon, Contract No. 2180 with the Oregon State Highway Commission.

Notice of claim has heretofore been filed by B. F. Goodrich Company with the Secretary of State of the State of Oregon upon the bond given the State of Oregon by Warren Northwest, Inc. That claim is in the sum of $221.55 and is for truck tires sold to me by the B. F. Goodrich Company. The tires thus sold me were not placed upon trucks used by me on my hauling for Warren Northwest, Inc. under its contract with the Oregon State Highway Commission, No. 2180, and the trucks upon which those tires were installed have not been used at all upon said job. Furthermore, I state, not only is this the fact, but that I so notified the B. F. Goodrich Company prior to its filing of claim against the bond of Warren Northwest, Inc. filed in connection with said Contract No. 2180.

E. W. Albano

Subscribed and sworn to before me
this 27th day of December, 1939.

Evelyn Powell
Notary Public for Oregon
My Commission expires: May 21, 1943

RECEIVED
DEC 20 1939
FOR FILING

9-1008

December 20, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 18, enclosing three copies of a notice of claim by the B. F. Goodrich Company, in the amount of $221.35, against Warren Northwest, Inc, for work on the Central Oregon, Fremont, and Century Drive Highways, in Deschutes, Klamath and Lake Counties.

We have made note of this claim in our records of this job, and are today forwarding to the contractor and his surety copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible].

December 20, 1939

U. S. FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by the B. F. Goodrich Company, in the amount of $221.35, against Warren Northwest, Inc., for truck tires in connection with the Deschutes Oiling Project on the Central Oregon, Fremont, and Century Drive Highways, in Deschutes, Klamath, and Lake Counties.

Inasmuch as you are surety for the contracting firm on this job, we are handing you herewith one of these notices, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Warren Northwest, Inc.
Box 5072
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 18, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by The B.F. Goodrich Company for $221.35 against the bond taken from Warren-Northwest, Inc. for work on the Central Oregon, Fremont & Century Drive, Secondary Highway which was received and filed in this office today.

A copy of a letter from Goodrich Silvertown Stores adivising that a notice of claim for $398.43 against the bond taken from FisherBros. is enclosed for your information.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

S.FM.
encs 4

COPY

December 16th, 1939

Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, The B.F. Goodrich Company, has a claim for truck tires in the sum of Two Hundred Twenty One and 35/100 Dollars ($221.35) against the bond taken from Warren-Northwest, Inc., Portland, Oregon, for the work of Central Oregon - Fremont and Century Drive - Secondary Highway, Deschutes, Klamath and Lake Counties, 43.53 miles oiling.

THE B. F. GOODRICH COMPANY

P. W.Barcus
Credit Manager

Endorsed: File No. 2850
Filed Dec. 18, 1939
EARL SNELL
Secretary of State

9-1008

September 8, 1939

United States Fidelity & Guaranty Company,
M. A. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on Contract No. 2180, Deschutes Oiling Project on the Central Oregon, Fremont and Century Drive Highways in Deschutes, Klamath and Lake Counties. This payment will be made on or after September 18, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

9-1008

September 5, 1939

Warren Northwest, Inc.
Box #5072,
Portland, Oregon.

Attention: Mr. A. N. Eppling.

Gentlemen:

Reference is made to your telephone call of this date concerning payment to you on your Contract No. [illegible], Deschutes Oiling Project.

You are advised that the estimate voucher covering semi-final payment is now being prepared and will be mailed to you for signature within the next day or two. This voucher will cover the entire amount due on the contract except three percent which will be retained until the final estimate has been checked.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1—5M—3-30

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 26, 1939

Section Deschutes Oiling Project
Kind of work Oiling
Highway Central Oregon, Century Drive & Fremont
Section prefix 9-1008
Contractor Warren-Northwest, INc.
Contract number 2180
Date of contract May 18, 1939
Date of completion July 31, 1939
Date work started July 17, 1939
Estimated date of completion August 19, 1939
Amount of contract $ 23,562.35
Per cent of time elapsed %
Estimated cost of completed project, exclusive of engineering $ 23,562.35
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $ 620.00, 2.66 %
Date project was completed August 19, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project completed. Semi-final estimate will be turned in the first part of next week.

RAY WEBBER

NOTED
[illegible]

Signed

Address Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

FORM 5-B-1 1M 5-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 28 1939
STATE HIGHWAY COMMISSION

9-1008

August 25th
1939

Warren Northwest, Inc.,
Box 5072
Portland, Oregon

Dear Sir:

In order to expedite the final payment on your Deschutes Oiling project, Contract No.2180, it will be necessary for you to submit a formal request for an extension of time, together with the written consent of your surety, to this office.

In your request for an extension of time please favor us with an explanation of the cause for the overrun.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. H. B. Glaisyer ✓
Mr. Rob't. Beatty
Lapine, Oregon

RECEIVED
JUN 6 - 1939
FOR FI

9-1008

June 5, 1939

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending to you, today, by express, a fully executed copy of Contract No. 2180 which was awarded to you on May 18, 1939, for the oiling of 43.53 miles on the Deschutes Oiling Project, Central Oregon, Fremont and Century Drive Highways, in Deschutes, Klamath and Lake Counties. This is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
MAY 25 1939
FOR FILING

G-1008

May 24, 1939

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending to you today by express four copies of Contract No. 2180 which was awarded to you on May 18, 1939, by the State Highway Commission covering 43.53 miles of oiling on the Deschutes Oiling Project Section of the Central Oregon, Fremont and Century Drive Highways, in Deschutes, Klamath and Lake Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 18 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

MC:AM

Secretary

RECEIVED
MAY 22 1939
FOR FILING

9-1008

May 20, 1939

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on May 18, 1939, awarded you the contract for 43.53 miles of oiling on the Deschutes Oiling Project on the Central Oregon, Fremont, and Century Drive Highways, in Deschutes, Klamath and Lake Counties. This award was based on your low bid of $23,562.35 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM [illegible] Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

A-8-4 300 4-39
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

7-1008

IN REPLY PLEASE
REFER TO FILE NO.

May 3rd
1939

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to our Statement of Source of Materials submitted with the proposed oiling project on the Fremont, Central Oregon and Century Drive Highways in this Division.

It is noted that we did not show laboratory report numbers for tests for suitability for aggregates specified. Following is this information:

Gravel Pit located at Mile Post 22.84 Fremont Highway, Laboratory Report #78099.

On stockpiled materials on the Central Oregon Highway, Laboratory Reports #118594, 118595 and 118596.

In regard to the 3/4" to 1/8" material stockpiled on the Century Drive project and the 1/4" - 0" stockpiled at the Riley Gravel Pit, we are unable to locate any reports of samples tested.

In regard to the cinders on the Pilot Butte, please refer to Laboratory Report #114169. However, an inspection of this source indicates that a finer grade of cinders range in size from 3/4" - 0" and can be secured without difficulty as the material lies in strata at approximately 45° angle off the vertical. These strata range in width from three to six feet and appear to be uniformly graded.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

5-B-1 800 4-39

COMMISSIONERS
HENRY F. CABELL CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

May 2nd
1939

RECEIVED
MAY 3 - 1939
STATE ... OREGON

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: ~~Mr. H. G.~~ Smith NOTED

Dear Sir:

In accordance with your telephone request of the first instant, we submit herewith the following date pertaining to the proposed oiling work on the Central Oregon Highway; the Century Drive Secondary Highway and the Fremont Highway:

- 2 Copies, Engineer's Computations
- 3 Copies, Engineer's Estimate
- 2 Copies, Special Provisions
- 3 Copies, Statement of Source of Materials
- 2 Copies, Sketch of Typical Sections

Your letter listing authorizations on these sections did not arrive until after the projects were worked up.

You will remember that we had 290 cubic yards of 3/4" material stockpiled for the Century Drive regrading and surfacing last year. This will be used on this same section under this contract. For the additional mile of experimental oiling, I am recommending the use of cinders from the State owned pit at Pilot Butte as a cover coat. The soil tests on this base material, Laboratory Report #118035 and 118036 show a liquid limit of 20 and no plasticity index. It runs rather strong to fines but only 10% passing 200. I feel this is a very good subbase and unquestionably will work out satisfactorily.

I am very anxious to try these cinders from Pilot Butte. They have been tried to some extent in Bend on heavy oil and we have used them in experimental and patching work. Due to the fact that there is a large quantity and the cost of applying them is very low, if this experiment works in good shape, it will mean a considerable saving in oiling and surfacing secondary roads in this vicinity.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock

Encls.

CONTRACT# [redacted] 2181

FAP-6(2) Service Creek-Mule Shoe Cr. 1939
Sec., John Day Hwy.
#2181

R.W.P[illegible]

6-2

De[illegible]ber 22nd, 1939

COST ANALYSIS-FINAL REPORT

John Day Highway, Service Creek-Mule Shoe Creek
Contract 2181 Prefix 35-1105
Leonard & Slate, Contractors
L. R. Chandler, Resident Engineer

Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$208.46	All			$100.00
Trench Excavation	50.94	50.94 cu. yd.	1.00	1.00	50.94
Excavation, Single Class	6,617.87	22,175.4 " "	0.298	0.30	6,652.62
Overhaul	171.46	85,730 yd. sta.	0.02	0.02	171.46
Truck Haul	846.15	5,641 yd. mi.	0.15	0.15	846.15
Finishing Roadbed & Slopes	450.00	1.125 Miles	400.00	300.00	337.50
Rounding Cutbanks	304.72	3,809 lin. ft.	0.08	0.10	380.90
18" Corr. Iron Pipe	570.36	388 " "	1.47	2.00	776.00
Salvaging Culvert Pipe	28.00	28 " "	1.00	1.00	28.00
" Surface Mat'ls.	183.60	459 cu. yd.	0.40	0.50	229.50
Gravel Subbase	1,377.80	4,350 " "	0.316	0.30	1,305.00
Hauling Gravel Subbase	948.86	4,198.5 yd. mi.	0.226	0.15	629.78
Filler	91.00	288 cu. yd.	0.316	0.30	86.40
Hauling Filler	58.25	258 yd. mi.	0.226	0.15	38.70
Sprinkling	238.16	164.4 M-Gals.	1.45	2.00	328.80
Preparation of Base	183.50	1.125 Miles	163.00	200.00	225.00
*Placing Mineral Aggregate	1,188.18	861 cu. yd.	1.38	1.35	1,162.35
*Hauling " "	112.75	550 yd. mi.	0.205	0.20	110.00
*SC-6 Road Oil in Place	1,955.33	57.85 Tons	33.80	33.00	1,909.05
Structural Excavation	141.00	56.67 cu. yd.	2.50	5.00	283.35
Structural Excavation Below Elev. Shown	68.40	19.56 " "	3.50	5.00	97.80
Class "D" Concrete	2,444.75	98.95 " "	24.70	23.00	2,275.85
Metal Reinforcement	1,060.25	23,647.06 lb.	0.045	0.05	1,182.35

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Concrete Handrail	$582.26	129.52 lin. ft.	4.50	5.00	$647.60
PA #1, Barreled Oil	166.02	8.5 Tons			166.02
PA #2, Cement Adjustment	________	22.75 bbls.		2.00	- 45.50
	$20,048.07				$19,975.62

Total Cost	$20,048.07
Gross Revenue	19,975.62
Net Loss	$72.45

Net Loss Equals 0.4% of Gross Revenue

Detail of Cost

Labor:

Supervision		$662.90	
Labor		6,556.77	
State Industrial Accident Insurance		545.50	
Social Security & Unemployment Insurance		289.98	
			$8,055.15

Materials:

18" Corr. Iron Pipe	388 lin. ft. at $1.06	$411.28	
18" " " " Bands	16 each " 1.59	25.24	
Cement		552.00	
Metal Reinforcement		689.28	
			1,677.80

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs		$3,465.00	
Truck Hire		159.98	
Gas, Oil and Grease		1,384.69	
Explosives		385.00	
Move In		350.00	
Small Tools, Supplies Etc.		645.50	
Mixc. & Overhead Expense		244.82	
Bond	1% of Gross Revenue	199.66	
Home Office Expense	1% " " "	199.66	
			7,034.31

Sub-Contractor - Norris Bros.:

Placing Mineral Aggregate	861 cu. yd. at $1.35	$1,150.73	
Hauling " "	550 yd. mi. " 0.20	108.90	
SC-6 Road Oil in Place	57.85 Tons " 33.00	1,889.96	
Barreled Oil	8.5 "	164.36	
Deduction - Bond		- 33.14	
			3,280.81
			$20,048.07

Service Creek-Mule Shoe Creek

REMARKS:

This contract consisted of the grading, surfacing, oiling and construction of bridge on 1.12 miles of roadway. It was bid and awarded May 18th, 1939; work was started May 29th and finished September 7th.

The single class excavation was composed of about 80% of fine loose material which created considerable dust when disturbed, while the remaining 20% was of solid type that required drilling and shooting. The equipment was not in the best of condition when brought on the job, and consequently some overhauling was necessary during the progress of the work. The excavation quantities were moved with cat and scraper except for the solid portion which was loaded and hauled by shovel and trucks.

The gravel subbase was taken from deposit located on the Service Creek-Mitchell road about ¼-mile from the John Day Highway junction. The material dug fairly easy, but the 1¼ cu. yd. shovel maintained an average of only about 60 cu. yds. per hour, and this low production was due mainly to shortage of trucks. The high cost of hauling was due to short average haul distance.

The construction of the 60-foot reinforced concrete bridge was performed by the contractor's crew. The aggregates were obtained by hauling pit run gravel to a nearby rock crushing plant, where it was screened.

The oiling work was sublet to Norris Bros. at contractor's bid prices.

Due to small quantities on project and the necessity of moving in large number of pieces of equipment the costs are somewhat high.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
DEC 22 1939
FOR

6-2

December 22, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2181, for the construction of the Service Creek-Mule Shoe Section of the John Day Highway in Wheeler County, has been completed by the contractors, Leonard & Slate, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 2, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,975.62, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FA 6-2

November 8, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate on Contract No. 2181, Service Creek-Mule Shoe Section of the John Day Highwaybin Wheeler County. This payment will be made on or after November 18, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAP 6-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

October 17, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Final inspection of FAP 6 (2), Mule Shoe Bridge, was made by a representative of this office on September 18, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield,
Senior Highway Engineer.

Foo

FAP 6-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 6 (2)
Service Creek-Mule Shoe Cr. Sec.
John Day Highway

October 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

Wayp. 2131

Form P. R. 2

State Oregan

Federal Aid Project No. 8(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of Sept, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 1917, a project statement, which was approved by the Secretary on the 25th day of March, 1918, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the United States District Engineer on the 24 day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twelve thousand, one hundred twenty and 00/100 dollars ($12,120.00) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the S.E. 1/4 Section 7, T. 9 S., R. 23 E., W.M., and survey station 51+00 in the S.E. 1/4, Section 8, T. 9 S., R. 23 E., W.M.

, length 0.965 of a mile~~s~~ in Wheeler County, being ~~Section of~~ Oregon Federal Aid project No. 6(2), consisting of 0.954 of a mile~~s~~ of roadway and 1 bridge~~s spans~~ of more than 20 feet clear span, 0.011 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the
terms "Secretary" or "Secretary of
Agriculture" appear they shall in-
clude or have reference to the Federal
Works Administrator, as the context
requires, to conform to the President's
First Plan on Government Reorganization
under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [illegible] said project shall not in any event exceed the sum of twelve thousand, one hundred twenty and 00/100 dollars ($ 12,120.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-one thousand, twelve and 75/100 dollars ($ 21,012.75), the approved total estimated cost of [illegible] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of SEP 23 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR

By W J O'Leary
Acting Commissioner of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 6(2), State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $21,012.75 as the total estimated cost of said project, and the sum of $12,120.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP [illegible]3 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~,

By W. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

U.S. GOVERNMENT PRINTING OFFICE

RECEIVED
OCT 12 1939
DISTRICT 1

Form E-30--Revised--[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

F-H 6-2

LaGrande, Oregon
September 18, 1939

Subject: Extension of time, Contract 2181
Mule Shoe Cr. Section, John Day Hwy

To: Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

I am enclosing herewith request of Leonard & Slate for an extension of time on their contract No. 2181, Mule Shoe Creek Section of the John Day Highway, from August 31 to September 10, 1939. Concurrent with their request is the consent of the surety company.

The contractors are correct that they were delayed the last few days due to rains. They were ready for oiling operations in sufficient time to have completed within the time limit and the oiling subcontractors, Norris Brothers, were on the job ready to perform the work. Rains of water-spout proportions occurred during the last ten days of August, which prevented oiling operations starting in time to complete within the time limit.

It is my recommendation that they be granted an extension of time of ten days without penalty.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

CC H. B. Glaisyer

Form E-1—6M—3-39

1-2

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept.16,1939, 193

Section Service Creek-Mule Shoe Creek

Kind of work Bridge,grading,surfacing,& oiling

Highway John Day

Section prefix 35-1105

Contractor Leonard & Slate

Contract number 2181

Date of contract May 18,1939, 193

Date of completion ~~[illegible]~~ Aug.31, 1939

Date work started May 29,1939, 193

Estimated date of completion , 193

Amount of contract $ 19520.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 20800.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1100.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Moving party to Pendleton and working on semi final estimate.

RECEIVED

NOTED
R.N.HACKETT

NOTED
VAN SCOY

Signed L. R. Chandler

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.14	1.14		1.14	
Miles partially completed					
Miles completed	all	all		all	
Total estimated quantities	22000	4600		58 [illegible] tons	
Estimated quantities moved or placed to date	22000	4400		58 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

Form E-1--5M--3-30

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 9, 1939.

Section	Service Creek-Mule Shoe Creek	Kind of work	Bridge, Grading, Surfacing & Oiling
Highway	John Day	Section prefix	35-1105
Contractor	Leonard & Slate	Contract number	2181
Date of contract	May 18, 1939.	Date of completion	Aug. 31 1939.
Date work started	May 29, 1939.	Estimated date of completion	Sept. 7, 1939.
Amount of contract	$ 19520.00	Per cent of time elapsed	100 %

Estimated cost of completed project, exclusive of engineering $ 20300.80

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1040.00 , %

Date project was completed Sept. 7, 1939.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling on this project was finished on Monday and cleanup of finishing details, burning of old bridge set on Thursday.

NOTED
[illegible]

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Condon, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.14	1.14		1.14	
Miles partially completed					
Miles completed	1.14	1.14		1.14	
Total estimated quantities	22000	4600		60 tons	
Estimated quantities moved or placed to date	22000	4600		60 "	
Average daily quantities	217	434			
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					2	2	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers 1, Sheet-foot rollers ...., trucks 2 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Hot		
Tuesday	Warm		
Wednesday	Cool		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 25 1939
COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 6 (2)
Service Cr.-Mule Shoe Cr.
John Day Highway

August 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
AUG 5 1939
FOR FILING

FH 6-2

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Service Creek-Mule Shoe Creek Section, Project No. FA 6 (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS
Encl.

Oregon State Highway Department　　　　　　Federal Aid Project No. 6 (2)

SERVICE CREEK-MULE SHOE CREEK SECTION
OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 12, 1939

Grading, Surfacing and Oiling (Sta. 0+00 to 51+00)

All Required		Clearing and Grubbing	$ - -	$ 85.00
38	cu. yds.	Trench Excavation	1.00	38.00
21,500	cu. yds.	Excavation, Single Classif.	.30	6,450.00
7,800	yd. sta.	Overhaul	.02	156.00
4,400	yd. mi.	Truck Haul	.15	660.00
0.95	miles	Finishing Roadbed and Slopes	300.00	285.00
4,000	lin. ft.	Rounding Cutbanks	.10	400.00
170	lin. ft.	18" Corr. Iron Pipe	2.00	340.00
100	lin. ft.	Salvaging Culvert Pipe	1.00	100.00
640	cu. yds.	Salvaging Surfacing Materials	.50	320.00
4,200	cu. yds.	Gravel Subbase	.30	1,260.00
3,200	yd. mi.	Hauling Gravel Subbase	.15	480.00
90	cu. yds.	Filler	.30	27.00
90	yd. mi.	Hauling Filler	.15	13.50
90	M-gal.	Sprinkling	2.00	180.00
0.95	mile	Preparation of Base	200.00	190.00
620	cu. yds.	Placing Mineral Aggregate	1.35	837.00
420	yd. mi.	Hauling Mineral Aggregate	.20	84.00
55	tons	SC-6 Road Oil in Place	33.00	1,815.00
		Subtotal		$ 13,720.50
		10% Engr. & Cont.		1,372.05
		Total		$ 15,092.55

Bridge (Sta. 29+29 to Sta. 29+89)

55	cu. yds.	Structural Excavation	$ 5.00	$ 275.00
5	cu. yds.	Structural Excavation Below Plans	5.00	25.00
106	cu. yds.	Class "D" Concrete	23.00	2,438.00
25,000	lbs.	Metal Reinforcement	.05	1,250.00
130	lin. ft.	Concrete Handrail	5.00	650.00
		Subtotal		$ 4,638.00
		10% Engr. & Cont.		463.80
		Total		$ 5,101.80

Length of Roadway	0.954 mile
Length of Bridge	0.011 mile
Total Length	0.965 mile
Cost per mile, Roadway	$ 15,820.28

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 15,092.55	$ 9,058.06	$ 6,034.49
Bridge	5,101.80	3,061.94	2,039.86
	$ 20,194.35	$ 12,120.00	$ 8,074.35

NON-PARTICIPATING ITEMS

Materials in Stockpile Furnished Under Contract No. 2145, PWA Docket No. 1373-F, Unit "B"

260 cu. yds.	1½" - 3/4" Crushed Gravel in Stockpile (P. A. #2)	$ 1.32	$ 343.20
110 cu. yds.	3/4" - ½" Crushed Gravel in Stockpile (P. A. #2)	1.32	145.20
170 cu. yds.	½" - ¼" Crushed Gravel in Stockpile (P. A. #2)	1.32	224.40
80 cu. yds.	¼" - 0" Crushed Gravel in Stockpile (P. A. #2)	1.32	105.60
			$ 818.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1937

RECEIVED
JUN 6 - 1939

7a·6·2

June 5, 1939

Leonard & Slate
Multnomah, Oregon

Gentlemen:

By express we are forwarding to you today a fully executed copy of contract No. 2181 which was awarded to you on May 18, 1939, for bridge construction, grading, surfacing and oiling on the Service Creek-Mule Shoe Creek Section of the John Day Highway, in Wheeler County. This is for your records and files.

Very truly yours,

Secretary

HBG:AM

#2181

RECEIVED
MAY 26 1939
FOR FILING

71-6-

May 25, 1939

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2181 which was awarded to you by the State Highway Commission on May 18, 1939, covering the grading, surfacing, and oiling of the Service-Mule Shoe Creek Section of the John Day Highway, in Wheeler County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
MAY 22 1939
FOR FILING

14 6-2

May 20, 1939

Leonard & Slate

Multnomah, Oregon

Gentlemen:

The State Highway Commission on May 18, 1939, awarded you the contract for 1.12 miles grading, 1.04 miles surfacing and oiling, and construction of a 60-foot reinforced concrete bridge on the Service Creek-Mule Shoe Creek Section of the John Day Highway, in Wheeler County. This award was based on your low bid of $19,520.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM   Secretary

cc - Mr. S. H. Probert
     Mr. G. S. Paxson

RECEIVED
MAY 22 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 6 (2), the Service Creek-Mule Shoe Creek Section of the John Day Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

May 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired on the Service Creek-Mule Shoe Section, Project No. FA 6 (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 12, 1939

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the P. S. and E. papers covering Oregon Federal Aid No. 6 (2), the Service Creek-Mule Shoe Creek Section.

It is requested that revised typical section sheets showing the slopes in cut and fill at the slope from the shoulder to ditch line be submitted.

Very truly yours,

W. H. LYNCH,
District Engineer

By F E Andrews
F. E. Andrews,
Senior Highway Engineer

5/14/39

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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OREGON
STATE HIGHWAY COMMISSION

May 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of May 4th relative to Oregon F.A.P. 6 (2), the Service Creek-Mule Shoe Creek section of the John Day Highway.

We are now in receipt of advice that the Chief of Bureau has given approval to the use of the state-owned stockpiled rock, with Federal funds participating only in the cost of placing on the roadway.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 6 (2), the Service Creek-Mule Shoe Creek Section of the John Day Highway, are being recommended for approval as of this date, and you are authorized to advertise for bids, subject to final review and approval of the plans by the Chief of Bureau.

Concurrence in award will be withheld, pending approval of the use of non-participating rock from stock piles and a showing that the right to occupy and use the right-of-way has been obtained.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

April 21, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications, five copies of statement giving right of way status and one set of special provisions for the Service Creek-Mule Shoe Section, Project No. FA 6 (2).

Five sets of blueprint plans are being sent under separate cover, except the title page, which will be submitted tomorrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department | Federal Aid Project No. 6 (2)

SERVICE CREEK-MULE SHOE CREEK SECTION
OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 1, 1939

Grading, Surfacing and Oiling (Sta. 0+00 to 51+00)

All Required		Clearing and Grubbing	$ - -	$ 500.00
38	cu. yds.	Trench Excavation	1.00	38.00
21,500	cu. yds.	Excavation, Single Classif.	.25	5,375.00
7,800	yd. sta.	Overhaul	.02	156.00
4,400	yd. mi.	Truck Haul	.15	660.00
0.95	mile	Finishing Roadbed and Slopes	300.00	285.00
4,000	lin. ft.	Rounding Cutbanks	.08	320.00
170	lin. ft.	18" Corr. Iron Pipe	2.00	340.00
100	lin. ft.	Salvaging Culvert Pipe	1.00	100.00
640	cu. yds.	Salvaging Surfacing Materials	1.00	640.00
4,200	cu. yds.	Gravel Subbase	.30	1,260.00
3,200	yd. mi.	Hauling Gravel Subbase	.10	320.00
90	cu. yds.	Filler	.40	36.00
90	yd. mi.	Hauling Filler	.15	13.50
90	M-gal.	Sprinkling	1.50	135.00
0.95	mile	Preparation of Base	100.00	95.00
620	cu. yds.	Placing Mineral Aggregate	2.50	1,550.00
420	yd. mi.	Hauling Mineral Aggregate	.15	63.00
55	tons	SC-6 Road Oil in Place	28.00	1,540.00
			Subtotal	$ 13,426
			10% Engr. & Cont.	1,342
			Total	$ 14,768

Bridge (Sta. 29+29 to Sta. 29+89)

55	cu. yds.	Structural Excavation	$ 2.00	$ 110.00
5	cu. yds.	Structural Excavation Below Plans	5.00	25.00
106	cu. yds.	Class "D" Concrete	23.00	2,438.00
25,000	lbs.	Metal Reinforcement	.05	1,250.00
130	lin. ft.	Concrete Handrail	5.00	650.00
			Subtotal	$ 4,473
			10% Engr. & Cont.	447
			Total	$ 4,920

Length of Roadway	0.954 mile
Length of Bridge	0.011 mile
Total Length	0.965 mile
Cost per mile, Roadway	$ 15,480

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 14,768	$ 8,866	$ 5,902
Bridge	4,920	2,954	1,966
	$ 19,688	$ 11,820	$ 7,868

NON-PARTICIPATING ITEMS

Materials in Stockpile Furnished Under Contract No. 2145, PWA Docket No. 1372-R, Unit "B"

260	cu. yds.	1½" - 3/4" Crushed Gravel in Stockpile (P. A. #2)	1.32	$ 343.20
110	cu. yds.	3/4" - ½" Crushed Gravel in Stockpile (P. A. #2)	1.32	145.20
170	cu. yds.	½" - ¼" Crushed Gravel in Stockpile (P. A. #2)	1.32	224.40
80	cu. yds.	¼" - 0" Crushed Gravel in Stockpile (P. A. #2)	1.32	105.60
				$ 818.40

Oregon State Highway Department   Federal Aid Project No. 6 (2)

SERVICE CREEK-MULE SHOE CREEK SECTION
OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.

Salem, Oregon, April 21, 1939

Grading, Surfacing and Oiling (Sta. 0+00 to 51+00)

All Required		Clearing and Grubbing		$ 500.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
21,500	cu. yds.	Excavation, Single Classif.	.25	5,375.00
7,800	yd. sta.	Overhaul	.02	156.00
4,400	yd. mi.	Truck Haul	.15	660.00
0.95	mile	Finishing Roadbed and Slopes	300.00	285.00
4,000	lin. ft.	Rounding Cutbanks	.08	320.00
170	lin. ft.	18" Corr. Iron Pipe	2.00	340.00
100	lin. ft.	Salvaging Culvert Pipe	1.00	100.00
640	cu. yds.	Salvaging Surfacing Materials	1.00	640.00
4,200	cu. yds.	Gravel Sub-base	.30	1,260.00
4,900	yd. mi.	Hauling Gravel Sub-base	.10	490.00
90	cu. yds.	Filler	.40	36.00
90	yd. mi.	Hauling Filler	.15	13.50
90	M-gal.	Sprinkling	1.50	135.00
0.95	mile	Preparation of Base	100.00	95.00
620	cu. yds.	Placing Mineral Aggregate	2.50	1,550.00
420	yd. mi.	Hauling Mineral Aggregate	.15	63.00
55	tons	SC-6 Road Oil in Place	28.00	1,540.00
		Subtotal		$ 13,596
		10% Engr. & Cont.		1,359
		Total		$ 14,955

Bridge (Sta. 29+29 to Sta. 29+89)

55	cu. yds.	Structural Excavation	$ 2.00	$ 110.00
5	cu. yds.	Structural Excavation Below Plans	5.00	25.00
106	cu. yds.	Class "D" Concrete	23.00	2,438.00
25,000	lbs.	Metal Reinforcement	.05	1,250.00
130	lin. ft.	Concrete Handrail	5.00	650.00
		Subtotal		$ 4,473
		10% Engr. & Cont.		447
		Total		$ 4,920

Length of Roadway	0.954 mile
" " Bridge	0.011 "
Total Length	0.965 "
Cost per mile, Roadway	$ 15,676

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 14,955	$ 8,977	$ 5,978
Bridge	4,920	2,953	1,967
	$ 19,875	$ 11,930	$ 7,945

[illegible]

[illegible]

[illegible]

SERVICE CREEK-MULE SHOE CREEK SECTION

PROJECT NO. FA 6 (2)

Negotiations for right of way are in progress on this project, but some seven parcels have not been acquired, nor has the right to occupy and use these parcels been secured. It is now believed, however, that all necessary right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

FORM 2-M-1 2M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE [illegible] ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

March 3, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Primary

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In submitting special provisions on the Mule Shoe Creek section of the John Day highway I neglected to state that the mineral aggregates for the work will be furnished in stockpile to the contractor. The materials will be piled adjacent to and on the left side of the highway right of way at Station 12.

Will you please make the necessary correction on page 11 of the special provisions under paragraph "b" ?

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 2-H-1 5M 9-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 2, 1939

IN REPLY PLEASE
REFER TO FILE NO.

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Projects
Primary

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith profile tracing on the Service Creek-Burton Canyon Section of the John Day Highway on which profile is the Mule Shoe Creek Section.

You will note that we have extended the limits of the Mule Shoe Creek Section northerly to Station 1510+50 as a much better connection can be made at that point with the existing road than at Station 6, as formerly contemplated.

Very truly yours

W. C. W.

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 9-H-1 2M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 2, 1939

IN REPLY PLEASE
REFER TO FILE NO.

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OTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith estimate of cost, special provisions, project sketch map and typical sections on the Mule Shoe Creek Section of the John Day Highway in Wheeler County.

The provisions are standard with the exception that the mineral aggregates are to be furnished in stockpile by the State. As I previously advised you, it is planned to secure these materials from the contractor now having the contract on the Butte Creek-Branson Creek Section. The small amount of mineral aggregates required makes it impractical to include the crushing of them in the Mule Shoe Creek contract.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 3-M-1 2M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 27 1939
OREGON
STATE HIGHWAY COMMISSION

February 24, 1939

IN REPLY PLEASE
REFER TO FILE NO.

General
Business
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I wish to secure a price agreement from Saxton, Looney & Risley for the crushing of approximately 500 cu.yd. of 1¼"-3/4" rock with which to construct a type 0-11 oil mat wearing surface on the Mule Shoe Creek section of the John Day Highway. Will it be in order to submit a price agreement for this material inasmuch as our contract is a PWA project?

If price agreement is not in order, would it be proper to submit a regular purchase order through the Board of Control for the purchase of the necessary material from the crushing contractor?

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

CC R. H. Baldock ✓

FORM A.A.1 .5M .9.30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
~~E. D. ALDRICH~~, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

February 20th, 1939

Const. Projects [illegible]

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I would recommend an O-11 specification for the Mule Shoe Creek Section of the John Day Highway, as I do not believe the Bureau would approve an O-9 specification.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM 4-1 3M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
~~E. B.~~ ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 20 1939
OREGON
STATE HIGHWAY COMMISSION

February 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

[illegible]
Primary

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

Your advice is requested as to type of oiling to be used on the Mule Shoe Creek section of the John Day Highway, which section is one mile in length.

We have a maintenance materials project under contract in the immediate vicinity, but the largest materials to be manufactured are 3/4 inch. These materials would be satisfactory for an O-9 specification and in the John Day Valley, where weather conditions are excellent, I believe an O-9 oil would be satisfactory. However, the BPR will probably not approve a type O-9. If it is desired to construct a type O-11 oil mat, we can secure the necessary 1¼" - 3/4" materials from Saxton & Looney's crushing plant under a price agreement. They are not set up at this location as yet and will probably not be for a couple of months.

Please advise me which type of oil you wish used and I will submit to you plans and special provisions for the project.

Very truly yours

W. C. Willia

W. C. WILLIAMS
Division Engineer

WCW:MA

✓ cc R. H. Baldock

FORM 5-32-1 6M 5-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

January 11, 1939

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

I was delayed in reaching my office today to the extent that we are unable to complete estimates for the alternate plans of handling the Mule Shoe Creek bridge section. We will complete the estimates tomorrow and Mr. Aldrich will bring them to Salem with him and hand them either to you or Mr. Smith there.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock
cc H. G. Smith

FORM 2-A-1 5M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 12 1939
FOR FILING

Correct [illegible]

January 11, 1939.

Mr. X. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
Asst State Highway Engineer

Dear Sir:

Referring to yours of January 10th, wish to advise that vicinity map for Mule Shoe Creek on both the location and alternate line are in the Bridge Department files.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,

By

H. G Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock ✓

FORM 5-H-1 5M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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JAN 13 1939
FOR FILING

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Preliminary

RECEIVED
JAN 12 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

January 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Under date of January 10 there was submitted to you an estimate for regrading, surfacing and oiling a .94 mile section of the John Day Highway in the vicinity of Mule Shoe Creek. In this estimate common excavation was estimated at 20¢ per cubic yard.

I have since made an investigation of the material to be excavated and find that while classified as common, it is so mixed with large boulders that the price will probably be more. For this reason, it is requested that you please change the unit price of common excavation to 30¢ per cubic yard, which, on the basis of 17,000 cubic yards, will raise the cost of the project $1700.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
G. S. Paxson

FORM 5-M-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 12 1939
FOR FILING

RECEIVED
JAN 11 1939
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

Const
Project
[illegible]

January 10, 1939

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Attached hereto you will find estimate of cost for the grading, surfacing and oiling of the Mule Shoe Creek Section of the John Day Highway in Wheeler County.

As mentioned in Mr. Stiffler's letter of January 6, 1939, it was planned to replace the bridge across Mule Shoe Creek under a betterment order in the near future. It was suggested, however, that a line change be considered before the bridge is rebuilt.

The attached estimate is based on the grading of a section from Station 6+00 to Station 55+50, Service Creek-Burton Canyon Section located line survey by Phelps in 1935. The surfacing and oiling would extend from Station 6+00 to Station 51+00. Connections to the existing highway can readily be made at each end of the proposed project.

Our records indicate that we submitted several bridge vicinity maps to you on November 18, 1935. Will you kindly advise us if the vicinity map for this bridge was included and is it still in your files?

Very truly yours

W. C. WILLIAMS
Division Engineer

By CDC
C. D. CANNON
Office Engineer

CDC:MA
enc.

cc R. H. Baldock ✓
G. S. Paxson
J. N. Bishop

RECEIVED
FEB 24 1939
FOR FILING
Const
Projects
Primary

January 9, 1939.

Honorable E. R. Fatland
Speaker of the House of Representatives
CAPITOL

Dear Mr. Fatland:

Receipt is acknowledged of your communication of January 6, in reference to the bridge over Mule Shoe Creek on the John Day Highway near John Tilley's place.

After talking this matter over with you the other day, I called in Mr. Smith and Mr. Paxson and went over the location maps in detail. Mr. Paxson has gone to Eastern Oregon today and on his trip he is going to get full information in regard to this structure.

Offhand, I would say there are three things that can be done at this location:

1. Rebuild the structure with a temporary timber trestle on the present alignment. This is what we had budgeted for this year's work, and is, I understand, exactly the thing you do not want us to do.

2. Rebuild the present structure with a temporary timber trestle on revised alignment. We wont be able to tell how much this will cost until Mr. Paxson gets back, but offhand I would say that it would cost about $2,000 more than Alternate No. 1. This alternate would simply ease up the curves on the end by skewing the bridge around, as you suggested.

3. Construct a new permanent bridge on the new alignment, and grade, surface and oil the new road on either end up to the point where it intersects the old one. Offhand I think this would involve an expenditure of $20,000 to $25,000, but I wont have the exact figures until Mr. Paxson gets back.

I am going to have estimated on all three of the above for presentation to the Commission Friday. Your letter of January 6, will also be presented to the Commission. If you can find time to appear before the Commission personally some time Friday, I am sure they would be glad to hear from you.

Kindest personal regards.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

E. R. FATLAND, Pres.
Tire Dealer, State Representative
Condon, Ore.
W. H. STEIWER, V. Pres.
Banker, Livestock, State Senator
Fossil, Ore.
L. E. SPRAKER, Sec.-Treas.
Publisher, Globe-Times
Condon, Ore.

DIRECTORS:
D. L. LEMON, Arlington, Ore.
Automotive Dealer
I. A. JOHNSON, Fossil, Ore.
Merchant, Rancher
GEO. COMBES, Kinzua, Ore.
Merchant, Distributor
D. E. BAXTER, Spray, Ore.
Merchant
BERT HOWARD, Kimberly, Ore.
Merchant
DEMPSEY BOYER, Monument, Ore.
Merchant
FRANK GABLER, Monument, Ore.
Hardware, Implements

(6)

JOHN DAY HIGHWAY
Improvement Association

The Low Altitude Route to
Eastern Oregon's Great Interior

Condon, Oregon

RECEIVED
JAN 9 - 1939
OREGON
STATE HIGHWAY COMMISSION

Jan. 6, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen;- We understand you are going to rebuild the bridge over Mule Shoe on the John Day Highway. This is a dangerous place in the road and we are asking the Commission to consider a small change in the plans of re-construction. The bridge now crosses the creek at an angle with the road which makes a bad curve and this could be bettered considerably with practically no expense. If each end of the bridge was shifted four feet, it would eliminate this hazard and we believe the expense would not exceed $100.00. In conversation with one of your bridge crew, they said the old piers could still be used and the greatest expense would be on the road bed at each end of the bridge.

We hope you will give this matter serious and prompt attention as the bridge crew is not at work on this portion of the highway and will soon be working on this bridge.

Yours very truly,
John Day Highway Improvement Assn.,
Secy.
E R Fatland
President.

REFERRED TO [illegible]
By Asst. State Highway Engineer

For agenda
I am going to have estimates M.P. three ways.
McL

CONTRACT# [redacted] 2182

12-1009 Flat Creek-John Day Sec,
John Day Highway 1939

2182

#2182

RECEIVED
AUG 26 1939
FOR FI

12-1009

August 26, 1939

United States Guarantee Company,
Dooly & Company, Agents,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2182, for the construction of the Flat Creek-John Day Section of the John Day Highway in Grant County, has been completed by the contractors, Babler Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after September 5, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $17,541.55, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-30—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 5, 1939

From: W. C. Williams

12-1009

To: H. G. Smith

Subject: Flat Creek-John Day Oiling Project -
Final records

Dear Sir:

All work on the Flat Creek-John Day oiling project, John Day Highway in Grant County, was satisfactorily completed by Babler Brothers on June 15, 1939. I am submitting herewith semifinal estimate on the project.

The total cost of the project shows an underrun of approximately 2% under the estimated quantities. This underrun is a saving in the contingency fund. There are no items in the contract showing a variance of more than 10% with preliminary quantities.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc J. W. McCallister
S. H. Probert

Form E-1—5M—3-39

RECEIVED
JUN 26 1939
OREGON
HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 24, 1939

Section Flat Creek - John Day

Kind of work Oiling

Highway John Day

Section prefix 12 - 1009

Contractor Babler Bros.

Contract number 2182

Date of contract May 19, 1939

Date of completion August 31, 1939

Date work started June 5, 1939

Estimated date of completion June 15, 1939

Amount of contract $ 17,415.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 18,111.60

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1044.90, %

Date project was completed June 15, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate on this project will be submitted as soon as possible.

This will be the final report.

NOTED
H. W. LIBBY

NOTED
RAY WEBBER

NOTED
VANSCOY

Signed C.C.Slavens

Address Box 381, John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

0 - 30

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING Min. Agg.
Miles in project				24.56	
Miles partially completed				None	
Miles completed				24.56	
Total estimated quantities				380 Ton	4300
Estimated quantities moved or placed to date				380 Ton	4300
Average daily quantities				—	—
Average daily quantities necessary to complete project on time				—	—
Number shifts per day				—	—
Hours per shift				—	—
Average force on project for week				—	—

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 6 - 1939

12-1009

June 5, 1939

Babler Bros.
1636 S. E. Sixth Avenue
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2182 which was awarded to you on May 19, 1939, for 24.56 miles of oiling on the Flat Creek-John Day Section of the John Day Highway, in Grant County. This is for your records and files.

Very truly yours,

HBG:AM Secretary

HARRY BABLER

LLOYD BABLER

BABLER BROS.
CONTRACTORS
1636 S. E. SIXTH AVENUE
PORTLAND, OREGON

RECEIVED
[illegible] 1939

12-1009

RECEIVED
MAY 29 1939
OREGON
STATE HIGHWAY COMMISSION

May 27, 1939

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:- Attention: Mr. Glaisyer

We are returning to you today via express for your approval four copies of Contract No. 2182 covering 24.56 miles oiling on the Flat Creek-John Day Section of the John Day Highway, in Grant County.

Yours very truly,

BABLER BROS.

By Lloyd Babler
Lloyd Babler

JHS

RECEIVED
MAY 25 1939
FOR FIL

12-1009

May 24, 1939

Babler Bros.
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

We are sending to you today by express four copies of Contract No. 2182 which was awarded to you on May 19, 1939, by the State Highway Commission covering 24.56 miles oiling on the Flat Creek-John Day Section of the John Day Highway, in Grant County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance ther to.

Your attention is also called to the mimeographed page immediately following page 13 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

MC:AM

RECEIVED
MAY 22 1939
FOR FILING

12-1004

May 20, 1939

Babler Bros.
1636 S. E. 6th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on May 19, 1939, awarded you the contract for 24.56 miles oiling on the Flat Creek-John Day Section of the John Day Highway, in Grant County. This award was based on your low bid of $17,415.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FORM 5-M-1 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 7 - 1939
OREGON
STATE HIGHWAY COMMISSION

March 6, 1939

IN REPLY PLEASE
REFER TO FILE NO.

12-1009

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith estimate of cost and special provisions for the application of an oil mat surface treatment, type O-30 modified, on the Flat Creek-John Day Section of the John Day Highway in Grant County.

This section, as you know, was light oiled with an SC-2 oil two years ago. The first winter the section came through very well, but during the past winter considerable failure occurred. Unless the existing oiled surfacing is further stabilized by the application of an O-30 oil mat, serious damage may result during another winter. I consider it essential that the section be treated this summer and contract should be let in May in order that the contractor may take advantage of suitable summer weather for the oiling work.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
ENC.

cc R. H. Baldock

CONTRACT# 2183

22-1024 Lamb Creek-Sheep Ridge Sec.
Santiam Highway
#2183 1939

22-1024

November 17, 1939

Columbia Casualty Company,
L. A. West, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2185, for the construction of a bridge over Sheep Creek near Cascadia on the Santiam Highway in Linn County, has been completed by the contractor, J. F. Johnston, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 27, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $21,224.25, including the final payment. Of this amount $278.22 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form [illegible]

RECEIVED
OCT 3 - 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1939

22-1024

From: G. S. Paxson
Bridge Engineer

To: Mr. R. H. Baldock
State Highway Engineer

Subject: Time extension for Sheep Creek Bridge

Herewith requests for an extension of time on the Sheep Creek Bridge, contract number 2183; J. F. Johnston, contractor. This is accompanied by the consent of surety. The time extension needed is for 22 days, from September 1 to September 22.

The contract called for the removal of 7,000 yards of slide material. This yardage was increased to better than 20,000 yards, which accounts for the overrun in time.

It is recommended that the extension be granted without penalty to the contractor.

This is a state project.

G. S. Paxson
Bridge Engineer

GSP:TH
Att.
cc: H. B. Glaisyer

RECEIVED
JUN 24 1939
FOR

22-1024

June 23, 1939

COLUMBIA CASUALTY COMPANY
L. A. West, Local Agent
Failing Building
Portland

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2183 which was awarded to J. F. Johnston by the State Highway Commission on May 19, 1939, for the construction of a bridge over Sheep Creek on the Santiam Highway, in Linn County.

Inasmuch as you are Mr. Johnston's surety on this job, this copy of the contract is being sent you for your records and files.

Very trulyyours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Bridge Department

22-1024

June 23, 1939

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2183 which was awarded to you by the State Highway Commission on May 19, 1939, for the construction of a bridge over Sheep Creek on the Santiam Highway, in Linn County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Bridge Dept.

RECEIVED
JUN 13 1939
FOR FILING

22-1024

June 12, 1939

Mr. J. F. Johnston,
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are returning to you today, by express, four copies of State Highway Contract No. 2183 which was awarded to you on May 19, 1939, covering the construction of a bridge over Sheep Creek, on the Santiam Highway, in Linn County.

You will please note that in executing this contract you failed to sign the agreement on Page 128. Therefore, will you please sign this agreement in all four copies of the contract and return them to this office at your early convenience.

Yours very truly,

JMcF:MC Secretary

RECEIVED
JUN 9 - 1939
FOR FILING

22-1024

June 9, 1939

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

On May 27 we forwarded to you by express four copies of the contract for the construction of a 60-ft. span with trestle approaches on the Lamb Creek-Sheep Ridge Section, in Linn County, which had been awarded to you on May 19.

To date we have not received the contract nor have we received a reply from you. Will you please advise whether or not you received the copies and when we may expect to have them returned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JH:MBL

RECEIVED
MAY 29 1939
FOR FILING

22-1024

May 27, 1939

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending to you today, by express, four copies of Contract No. 2183 which was awarded to you by the State Highway Commission on May 19, 1939, covering the construction of a 60-foot log span with 205 lin. ft. of trestle approach on the Lamb Creek-Sheep Ridge Section of the Santiam Highway, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, page 7, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 21 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

MC:AM

Secretary

cc - Bridge Dept.

RECEIVED
MAY 22 1939
FOR FILING

22-1024

May 20, 1939

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission on May 19, 1939, awarded you the contract for construction of a 60-foot log span with 205 lin. ft. of trestle approach on the Lamb Creek-Sheep Ridge Section of the Santiam Highway, in Linn County. This award was based on your low bid of $11,522.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2184

FAS 38-A-1 Read Cr.-Wren Station Sec.,
Kings Valley Secondary
#2184

RECEIVED
JUL 11 1941
FOR FILING

FAS 38-A-1

July 10, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of July 7, 1941, concerning the summary of completed Federal Aid work for the Sand Creek-Wren Section, Project No. FAS 38-A (1).

Please be advised that the correct type code designation is 472 and the roadway width is 18 feet.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the summary of completed work accompanying the final voucher for Oregon Federal Aid Secondary Project FAS 38-A (1), Read Creek-Wren Section of the Kings Valley Highway.

The summary indicates the type code number as 471, which represents bituminous surface treated gravel macadam. We believe the correct designation is 472, bituminous surface treated crushed stone macadam.

The summary indicates the width as 22 feet. The approved plans showed an 18-foot width, and we have no record of any change. Will you please advise.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

47

FAS 38-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1st, 1940

Subject: Protest Against Engineering Penalty on Reed Creek-Wren Creek Section

To:

Mr. R. H. Baldock
Chief Engineer
Office

Dear Sir:

Mr. S. S. Montague, contractor on the Reed Creek-Wren Creek Section of the Kings Valley Secondary, Oregon FAS 38-A, has requested that the Commission relieve him from the engineering penalty for the month of November 1939 in the amount of $197.50.

Mr. Montague was unable to finish his job in 1939, and the oiling was deferred until the spring of 1940 with the condition that he pay the usual engineering penalty and $50.00 per month for the maintenance operations during the shutdown period.

There was little or no engineering during the shutdown period except the $197.50, which the division engineer, Mr. Eason, feels is probably unfair to the contractor inasmuch as it is not customary to charge engineering expenses during official shutdown periods, and it is probable that the engineer prorated his engineering expenses for the month throughout his several jobs; whereas, it would have been more appropriate to prorate it amount the jobs actually under way.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

Recommended
Approved

REFERRED TO
[illegible]
By Chief Engineer

[illegible]

REFERRED TO
RHB
By Asst. State Highway Engineer

[illegible]
M

A

RECEIVED
NOV 25 1940
FOR FILING

FA 38-A-1

November 23, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2184, for grading, surfacing, and oiling the Read Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County, has been completed by the contractor, S. S. Montague, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 3, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $36,596.03, of which $283.17 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MBL

NOTED
D. G. DeSart

RECEIVED
NOV 4 1940
ELR

FIN PR-A-1

October 31, 1940

Mr. S. S. Montague
115 S. W. Fourth Avenue
Portland, Oregon

Dear Sir:

We refer to your letter of October 29, concerning the payment of $1,172.49 which you recently received in connection with the Kings Valley Project, Contract No. 2184.

When you called at our office about three weeks ago, we agreed to cancel the final estimate voucher issued to you under date of September 3 (amount $1,220.53), and to substitute for it a semi-final voucher releasing approximately $1,200.00, holding the balance until agreement is reached as to the amount to be charged you for extra engineering expense. This is exactly what was done, the payment of $1,172.49 being the approximate $1,200.00 release payment promised you.

The deduction items totaling $27.51, to which you refer, were not new items introduced after you left the office. They appeared in exactly the same amounts in the final estimate voucher issued under date of September 3, which voucher, as stated above, was cancelled to permit the issuance of the substitute semi-final payment of $1,172.49.

A reduction in the amount of engineering expense to be charged you is being recommended to the Highway Commission. As soon as action is taken on that, the final estimate voucher will be issued and sent to you. The amount of that voucher will be $800.00 less whatever amount the Commission orders charged to you for extra engineering expense.

We hope that the above explanation will give you a clear understanding of the matter.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

S. S. MONTAGUE
GENERAL CONTRACTOR
115 S. W. FOURTH AVENUE
PORTLAND, OREGON

October 29, 1940

Oregon State Highway Commission
Salem, Oregon

Attention:
Mr. Probert

Gentlemen:

We are today in receipt of remittance in the sum of one thousand one hundred seventy two dollars and forty nine cents ($1,172.49) on account of Kings Valley Secondary Highway. We do not understand whether this purports to be a final payment, or whether the adjustment on account of the resident engineers time assessed as a penalty is still to be taken care of.

We note too that a net deduction of $27.51 is made due to a change of quantities. The quantities involved refer to work done some fifteen months ago by sub-contractors, who were paid according to the estimates received soon after the work was completed.

Mr. Probert will remember the writter signed an estimate in his office about three weeks ago substituting a purported final estimate, in order that adjustment might be made in deduction on account of engineering expense above referred to. The last estimate sent does not correspond to the one turned in, to the extent of revision of quantities mentioned. We understood the only change would be to increase the net amount to be paid to allow for engineering cost adjustment.

Please let us know how this matter now stands.

Yours very truly,

S S Montague

S. S. Montague

SSM:vb

Cont 2184

RECEIVED
OCT 11 1940
FOR FILING

FAS 38-A-1

October 10, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Local Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that notice of final payment to be made September 16, 1940, which was mailed you September 6, has been canceled, and instead it is the intention of the State Highway Commission to make semi-final payment to S. S. Montague on Contract No. 2184, - Reed Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County. This payment will be made on or after October 21, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

RECEIVED
SEP 10 1940
FOR FILING

FAS 38-A-1

September 6, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Local Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2184, for grading, surfacing, and oiling the Read Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County, has been completed by the contractor, S. S. Montague, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after September 16, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $36,397.20, including final payment, of which amount $283.17 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION
By

NOTED
D. G. DeSart

Secretary

JM:MBL

RECEIVED
SEP 16 1940
FOR FILING

FAS 38-A-1

September 3, 1940

Mr. Arch McPetridge
115 Clay Street
Dallas, Oregon

Dear Sir:

I am forwarding to you herewith a check in the amount of $171.57 from S. S. Montague representing payment in full for royalties on rock taken from your property in connection with Mr. Montague's contract with the State Highway Commission for the improvement of the Reed Creek-Wren Section of the Kings Valley Secondary State Highway.

Very truly yours,

Secretary

HBG:MEL

cc - S. S. Montague
115 S. W. Fourth Avenue
Portland, Oregon

REFERRED TO
DeSart
BY SECRETARY

NOTED
D. G. DeSart

S. S. MONTAGUE
GENERAL CONTRACTOR
115 S. W. FOURTH AVENUE
PORTLAND, OREGON

RECEIVED
AUG 30 1940
STATE HIGHWAY COMMISSION

August 29, 1940

Mr. H. B. Glaisyer
Secretary Oregon State Highway Comm.
Salem, Oregon

Dear Mr. Glaisyer:

On July 27th you addressed a letter to the General Casualty Company of America, Dooly & Company, Agents, notifying them a claim had been filed against our contract for the construction of the Read-Creek--Wren Section of the Kings Valley Secondary Highway by Art McFetridge in the sum of $171.57 on account of royalties on rock. On July 30th we replied, stating the reason of not making payment theretofore.

We received a partial estimate on account of this contract yesterday. In order that you may have evidence of the payment of this claim and thereby release the balance due us, if it is being withheld pending this payment, we are enclosing herewith a check to Art McFetridge in the sum of $171.57, which we request you to forward to him at your convenience.

Yours very truly,

S S Montague

S. S. Montague

SSM:vb
Enc; 1

check forwarded to McFetridge 9/3/40
HBG

RECEIVED
SEP 5 1940
FOR [illegible]

FAS 38-A-1

September 5, 1940

Warren Northwest, Inc.
Box #5072,
Portland, Oregon.

Attention: Mr. A. M. Eppling.

Gentlemen:

Reference is made to your telephone call of this date concerning the S. S. Montague Contract No. 2184, Road Creek-Wren Section.

You are advised that the last payment made on this contract was for estimate #6, semi-final,which was in amount of $5,596.99. The warrant covering this payment was mailed to Mr. Montague on August 24th. The final payment on this contract will be in amount of approximately $1,200.00.

Very truly yours,

FAS 38-A-1

RECEIVED
SEP [illegible]1 1940
FOR FILING

R. H. Baldock

August 28th, 1940

NOTED
State Highway Engineer

COST ANALYSIS-FINAL REPORT
Read Creek-Wren Section
Kings Valley Secondary Highway, Benton County
S. S. Montague, Contractor
S. F. Walters, Resident Engineer
Contract #2184 Prefix 102-1006

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Clear & Grub	$1,542.61	All			$1,500.00
*Trench Excavation	377.53	367.1 cu. yd.	$1.03	$1.00	367.10
*Excavation, Single Class	5,175.27	31,343.7 " "	0.165	0.18	5,641.87
*Overhaul	330.54	32,141 yd. sta.	0.01	0.01	321.41
*Truck Haul	575.33	4,662 yd. mi.	0.12	0.12	559.44
*Finish Roadbed & Slopes	444.79	1.73 Mile	257.10	250.00	432.50
*Rounding Cutbanks	491.17	5,970 lin. ft.	0.08	0.08	477.60
*9" Perf. Corr. Iron Pipe	154.26	200 " "	0.77	0.75	150.00
*12" Concrete Pipe	173.54	225 " "	0.77	0.75	168.75
*18" " "	740.45	576 " "	1.28	1.25	720.00
*24" " "	29.62	18 " "	1.64	1.60	28.80
*36" " "	537.06	116 " "	4.62	4.50	522.00
*Salvage Culverts	39.59	77 " "	0.51	0.50	38.50
*Rock Backfill	101.81	33 cu. yd.	3.08	3.00	99.00
4½"-2" Rock in Base	20,033.53	6,155.5 " "	3.25	1.80	11,079.90
3/4"-0" " " "	13,319.35	4,092.5 " "	3.25	2.10	8,594.25
Sprinkling	380.84	291.4 M-Gal.	1.31	1.50	437.10
#Preparation of Base	327.03	2.12 Mile	154.25	150.00	318.00
#Min. Agg. In Place	3,578.31	954 cu. yd.	3.75	3.55	3,386.70
#RC-3 In Place	390.90	18.1 Ton	21.59	21.00	380.10
#Tar " "	1,828.72	88.91 "	20.56	20.00	1,778.20
P.A. #1, Move Fence	71.63	95.5 Rod	0.75	0.75	71.63
" #2, Purch. Screen Rej.	157.75	631 cu. yd.	0.25	0.25	157.75
Force Account	283.17	All			283.17

Read Creek-Wren Section

(Totals Brought Forward)	$51,084.80	$37,513.77
Deduction, State Maintenance of Surfacing		- 337.10
	$51,084.80	$37,176.67

Total Cost	$51,084.80
Gross Revenue	37,176.67
Net Loss	$13,908.13

Net Loss Equals 27.2% of Gross Revenue

* Work performed by Berke Bros.

# Work performed by Warren Northwest Inc.

Read Creek-Wren Section

Breakdown of Crushing Costs

4½"-2" Crushed Rock in Place		6,155.5 cu. yd.
3/4"-0" " " " "		4,092.5 " "
	Total	10,248.0 cu. yd.

	Cost	Quantity	Unit Cost
Supervision	$1,554.88	10,248.0 cu. yd.	$0.152
Royalty	1,024.80	" " "	0.10
Main Office & Bond	706.64	" " "	0.069
Move In and Set Up	2,910.63	" " "	0.284
Strip Quarry	1,280.72	" " "	0.125
Drill and Shoot	3,802.09	" " "	0.372
Haul to Plant	2,536.92	" " "	0.247
Crush	7,302.02	" " "	0.712
Haul to Road	7,383.15	" " "	0.72
Handle on Road	4,851.03	" " "	0.473
	$33,352.88	10,248.0 cu. yd.	$3.254

Read Creek-Wren

Detail of Cost

Labor:			
Supervision		$1,314.00	
Labor		11,634.75	
State Industrial Accident Insurance		1,050.30	
Unemployment & Social Security		517.95	
			$14,517.00
Materials:			
Royalty	10,248 cu. yd. at $0.10	$1,024.80	
Mineral Aggregate in Stockpile	954 " " " 2.20	2,098.80	
			3,123.60
Work Done by Other Contractors:			
Berke Bros.			
Clear & Grub	All	$1,500.00	
Trench Excavation	367.1 cu. yd. at $1.00	367.10	
Excavation, Single Class	31,343.7 " " " 0.16	5,014.99	
Overhaul	32,141 yd. sta. at 0.01	321.41	
Truck Haul	4,662 yd. mi. at 0.12	559.44	
Finish Roadbed and Slopes	1.73 Mile at 250.00	432.50	
Rounding Cutbanks	5,970 lin. ft. at 0.08	477.60	
9" Perf. C.I. Pipe	200 " " " 0.75	150.00	
12" Concrete Pipe	225 " " " 0.75	168.75	
18" " "	576 " " " 1.25	720.00	
24" " "	18 " " " 1.60	28.80	
36" " "	116 " " " 4.50	522.00	
Salvage Culverts	77 " " " 0.50	38.50	
Rock Backfill	33 cu. yd. " 3.00	99.00	
			10,400.09
Warren Northwest, Inc.			
Preparation of Base	2.12 Mi. at $150.00	$318.00	
Place Mineral Agg.	954 cu. yd. at 1.45	1,383.30	
RC-3	18.1 Ton at 21.00	380.10	
Tar	88.91 " " 20.00	1,778.20	
			3,859.60
Equipment Rental, Small Tools & Misc. Supplies:			
Equipment Rental		$7,426.50	
Hired Equipment		6,404.17	
Gas, Oil and Grease		1,671.81	
Explosives		1,350.68	
Main Office Expense		851.98	

Read Creek-Wren

Detail of Cost (Continued)

Totals Brought Forward	(\$17,705.14)	\$31,900.29
Equipment Rental, Small Tools & Misc. Supplies (Continued):		
Misc. Supplies	775.57	
Freight & Cartage	360.56	
Bond	213.76	
Public Liability Insurance	129.48	
		19,184.51
	Total Cost	\$51,084.80

Cost Analysis-Final Report
Berke Brothers

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$879.14	All			$1,500.00
Trench Excavation	479.98	367.1 cu. yd.	1.31	1.00	367.10
Excavation, Single Class	3,893.06	31,343.7 " "	0.124	0.16	5,014.99
Overhaul	321.00	32,141 yd. sta.	0.01	0.01	321.41
Truck Haul	552.00	4,662 yd. mi.	0.12	0.12	559.44
Finish Roadbed & Slopes	326.90	1.73 Mile	188.95	250.00	432.50
Rounding Cutbanks	477.60	5,970 lin. ft.	0.08	0.08	477.60
9" Perf. C. I. Pipe	133.66	200 " "	0.67	0.75	150.00
12" Concrete Pipe	181.87	225 " "	0.81	0.75	168.75
18" " "	848.92	576 " "	1.47	1.25	720.00
24" " "	41.07	18 " "	2.08	1.60	28.80
36" " "	548.65	116 " "	4.73	4.50	522.00
Salvage Culverts	48.07	77 " "	0.62	0.50	38.50
Rock Backfill	54.85	33 cu. yd.	1.66	3.00	99.00
	$8,786.77				$10,400.09

Gross Revenue	$10,400.09
Total Cost	8,786.77
Net Profit	$1,613.32

Net Profit Equals 15.5% of Gross Revenue

Head Creek-Wren Section

Detail Cost of Grading
Berke Bros.

Labor:			
Supervision		[illegible]	
Labor		[illegible]	
State Industrial Accident Insurance		[illegible]	
Unemployment & Social Security		[illegible]	
			[illegible]
Materials:			
Rock Backfill	33 cu. yd. at [illegible]	[illegible]	
9" Perf. C. I. Pipe	200 lin. ft. at [illegible]	[illegible]	
12" Concrete Pipe	225 " " " [illegible]	[illegible]	
18" " "	[illegible] " " " [illegible]	[illegible]	
24" " "	[illegible] " " " [illegible]	[illegible]	
36" " "	[illegible] " " " [illegible]	[illegible]	
			[illegible]
Equipment Rental and Supplies:			
Equipment Rental		[illegible]	
Gas, Oil and Grease		[illegible]	
Main Office		[illegible]	
Explosives		[illegible]	
Small Tools & Misc. Supplies		[illegible]	
Rent		[illegible]	
Signs		[illegible]	
Public Liability Insurance		[illegible]	
Hired Trucks		[illegible]	
Lumber		[illegible]	
			[illegible]
	Total Cost		[illegible]

REMARKS:

This contract was bid May 18th, 1939 and awarded May 26th. Clearing, grading and laying of culverts was done by Berke Bros. who started work June 7th and completed August 5th, 1939. Montague started his plant set-up July 1st, began crushing August 2nd, and he completed the production of base rock on October 28th. The surfacing was then let stand for the winter, the State maintaining under an agreement with the contractor. Oiling was then started in May by Warren Northwest, Inc., and the contract was completed June 3rd, 1940.

A good profit was made by the grading contractor on his portion of the work due to a good organization and modern equipment. A small amount of solid was encountered in the single class excavation, but this was either ripped or shot and moved with a tractor and scraper. 1-75 h.p. Tractor and dozer, a 96 h.p. tractor and 12 cubic yard scraper and a large power blade were used on the excavation. A total of 607 hours was worked with this equipment to move the 31,100 cubic yards, for an average of 51.2 cubic yards per hour. The majority of the clearing was light and mostly hand labor was used.

After about two weeks of prospecting, the contractor selected the McFettridge quarry 7.55 miles from the north end of the job. One month was required to erect the plant consisting of a rotary scalping screen, 9"-36" jaw primary crusher, 60'-18" conveyor belt, a rotary screen for segregation of the 4½"-2" and 3/4"-0" rock, 8" gyratory recrusher, two drum dragline hoists with a 1½ cubic yard bucket, 80 h.p. diesel motor and a 140 h.p. diesel motor with generator. Electric motors were used to run the primary crusher, dragline, screens and conveyor belts, and the 80 h.p. motor drove the recrusher. Production and segregation of the rock were poor however, and within a week after starting crushing, the contractor replaced the rotary screens with vibratory screens. Production then did not improve so the contractor secured a 16" x 38" jaw crusher for the primary unit. Superintendents were also changed at this time, and a fair production ensued. An intrusion of soft rock was encountered, and for the last month of operation it was necessary to hire a 3/8 cubic yard shovel to load out the rock so as to select the best material. At this stage the overburden was also getting deeper, and two small tractors with bulldozers were used to remove this dirt which reached a depth of thirty feet. 823.5 Hours were worked by the plant at an average production of 12.3 cubic yards per hour.

Hauling was done in hired trucks and because of the necessary hourly guarantee because of the low production, these costs are high. A power blade and ten ton roller were used for spreading and rolling, but also because of the low production and excessive labor these costs are extremely high.

Although the quarry was very poor, much of the loss suffered on this contract can be contributed to unsuitable equipment, poor supervision and the lack of an organization.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
AUG 12 1940
FOR FILING

FAS 38-A-1

August 10, 1940

Corvallis Sand & Gravel Co.
Corvallis, Oregon

Attention: J. H. Gallagher, Manager

Gentlemen:

This will acknowledge receipt of your letter of August 9 and advise that the semi-final warrant in the amount of $5,596.99 will be mailed to Mr. S. S. Montague for work on the Read Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County, about August 20, 1940.

It is anticipated that the final voucher in the amount of something over $1,000 will be offered to Mr. Montague within about three weeks.

Very truly yours,

DD:AM

Secretary

CORVALLIS SAND AND GRAVEL CO.

FIFTEEN GRADES SAND AND GRAVEL PRODUCTS
EXCAVATING—GENERAL CONTRACTING

TELEPHONES: OFFICE 771
RESIDENCE 770

JOHN H. GALLAGHER
MANAGER

CORVALLIS, OREGON

[illegible]VED

AUG 9 - 1941

2184

Dear Glasgow:

Have final payments been made on Montague Job in King Valley Benton Co —

Sincerely,

J.H. Gallagher

S.F. 5,594.[illegible]

[illegible]

REFERRED TO
BY SECRETARY

[illegible]

FAS 38-A-1

RECEIVED
AUG 13 1940
FOR FILING

RECEIVED

GENERAL
H. K. DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

August 9, 1940

Oregon State Highway Commission,
Salem, Oregon

ATTENTION: H. B. Glaisyer, Secretary

RE: Bond No. 22124 -
S. S. Montague
Contract #2184 - Read Creek-
Wren Section of Kings Valley
Secondary Highway, Benton County

Gentlemen:

In reply to your letter of August 2, 1940 addressed to our company in care of Dooly & Company, agent, we are agreeable to release of semi-final payment in the amount of $5,596.99 to S. S. Montague, which you state will be released on or before August 12, 1940.

after

Very truly yours,

GENERAL CASUALTY COMPANY OF AMERICA

By T. A. Veblen
T. A. Veblen, Attorney-in-fact

NOTED
D. G. DeSart

RECEIVED
AUG 7 1940
FOR FILING

FAS 38-A-1

August 2, 1940

General Casualty Company of America
Dooly & Company, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission is now ready to make semi-final payment, in the amount of $5,596.99, to S. S. Montague in connection with state highway contract No. 2184, Read Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County. This payment will be made on or after August 12, 1940.

If you have any objections to the making of this payment please let us know before that time; also please advise if you approve the release of the warrant before August 12, 1940.

Very truly yours,

HBG:AM

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 7 1940
FOR FILING

FAS 38-A-1

July 31, 1940

Mr. Arch McFetridge
115 Clay Street
Dallas, Oregon

Dear Sir:

Further reference is made to your claim against S. S. Montague for royalty on rock furnished Mr. Montague in connection with his contract with the State Highway Commission for the construction of the Read Creek-Wren Section of the Kings Valley Secondary Highway.

I have today received a letter from Mr. Montague acknowledging your claim and stating that he expects to pay it as soon as he receives additional funds from the State Highway Commission for constructing this job. I thought you would appreciate this information. I anticipate that we will make the next payment to Mr. Montague within the next two or three weeks.

Very truly yours,

HBG:AM

Secretary

July 30, 1940

Mr. S. S. Montague
General Contractor
115 S. W. Fourth Ave.
Portland, Oregon

Dear Sir:

This acknowledges your letter of July 30 relative to the claim of Arch McFetridge, and I note that you acknowledge the claim and that it is your intention to pay this as soon as you receive additional payments from the state for construction of the Read Creek-Wren Section of the Kings Valley Secondary Highway. I wish to thank you for this information.

I have talked to our Office Engineer, Mr. S. H. Probert, about the payment of your final estimate and he is writing you today in regard thereto.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
DeSart
BY SECRETARY

NOTED
D. G. DeSart

S. S. MONTAGUE
GENERAL CONTRACTOR
115 S. W. FOURTH AVENUE
PORTLAND, OREGON

RECEIVED
31 1940
OREGON
STATE HIGHWAY COMMISSION

July 30, 1940

Mr. H. B. Glaisyer
Secretary State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I acknowledge receipt of carbon copy of your letter addressed to Dooly & Company, agents of the General Casualty of America, stating that Arch McFetridge has filed a claim for royalty on rock for $171.57 in connection with Read Creek-Wren Section of the Kings Valley Highway.

There is a balance due Mr. McFetridge based on the quantity of rock supplied the State on this job as shown by the estimate of the engineers, and payable when we receive our payments from the State. This agreement has been complied with by us. Although the work was completed about June 3rd we have not received a final estimate, involving the oiling operations and final quantities on rock.

We have for some time been expecting this estimate, and write you this to inform you we are not evading any obligations to Mr. McFetridge or others. Anything that can be done to expedite the estimate will be appreciated.

Yours truly,

S S Montague
S. S. Montague

SSM:vb

ACKNOWLEDGED
H B GLAISYER

NOTE TO M'Fetridge
DATE 7/31

[illegible]

RECEIVED
JUL 29 1940
FOR FILING

FAS 38-A-1

July 27, 1940

Hon. Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of July 25, enclosing three copies of a notice of claim by Arch McPetridge, in the amount of $171.57, for royalty on rock furnished S. S. Montague, contractor on state highway contract No. 2184, Read Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County.

We have made note of this claim in our records of this job and will see that copies of the notice thereof are mailed to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

Noted

RECEIVED
JUL 29 1940
FOR FILING

FAS 38-A-1

July 27, 1940

Hon. Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of July 25, enclosing three copies of a notice of claim by Arch McPetridge, in the amount of $171.57, for royalty on rock furnished S. S. Montague, contractor on state highway contract No. 2184, Read Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County.

We have made note of this claim in our records of this job and will see that copies of the notice thereof are mailed to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

Noted

July 27, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Dooly & Company, Local Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

We have been advised by the Secretary of State that Arch McPetridge has a claim, in the amount of $171.57, against S. S. Montague, for royalty on rock furnished in connection with state highway contract No. 2184 - Reed Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County.

Inasmuch as you are surety for the contractor on this job, we hand you herewith one of the copies of notice of claim sent us by the Secretary of State.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - S. S. Montague
115 S. W. Fourth Avenue
Portland, Oregon

RECEIVED

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

July 25, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Arch McFetridge for $171.57 against the bond taken from S.S. Montague, principal, and General Casualty Co., surety, for work on the Wren section of the Kings Valley Secondary highway, contract No. 2184, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:Hm
encs. 3

COPY

To the Secretary of State, State of Oregon:

Notice is hereby given that the undersigned, Arch McFetridge has a claim for Royalty on Rock furnished in the sum of $171.57, furnished to S. S. Montague contractor on Contract No. 2184, Wren Section of Kings Valley Secondary Highway, Benton County, Oregon.

Name of Principal contractor S.S.Montague.

Name of Surety: General Casualty Co of America

Agent for Surety Company: Dooly & Co, Board of Trade Bldg, Portland, Oregon.

That none of said amount has been paid to or received by the undersigned claimant.

That six months' has not elapsed since the completion of said Contract which was on, to-wit:- June 3 1940.

ARCH MC FETRIDGE
Claimant.
115 Clay St.
Dallas Ore

Endorsed: File No. 2919
Filed July 25, 1940
EARL SNELL,
Secretary of State

FAS 38-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No.

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
AUG 13 1940
FOR FILE

RECEIVED
STATE HIGHWAY COM

POST OFFICE BUILDING
PORTLAND, OREGON

July 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 38-A (1), Reed Creek-Wren Section of the Kings Valley Highway ______________________, was made by a representative of this office on June 18, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Fros

Form E-1—5M—6-39

✓

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

FAS 38-A-1

For Week Ending June 8, 1940, 19

Section Read Cr.-Wren
Kind of work Grading Surf. & Oiling
Highway Kings Valley Secondary
Section prefix 102-1006
Contractor S.S.Montague
Contract number 2184
Date of contract May 26, 1939, 19
Date of completion Aug 31, 1939, 19
Date work started June 7, 1939, 19
Estimated date of completion June 4, 1949, 19
Amount of contract $36,955.50
Per cent of time elapsed 391 %
Estimated cost of completed project, exclusive of engineering $38,500.00
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, 3385, 9.1%
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor maintained oil Sun. Mon. & Tues. Sufficient loose aggregate to keep working for some time. It is noted that the heavy hauling is floating the oil in some places during the heat of the days In office Monday working on final estimate. It will take about three days net to complete. May be submitted by the end of next week.

WWnt to Albany to look over Albany-Fir Grove Section which the County is grading and foreman requested some help. Will put a man outnext Monday tp set him spme rough grading finish and go on to Salem to get the notes from Res. Engr. Booth, and get some work done on Car 37-11.

Moved to Corvallis Saturday and set up office in Maint. shed storeroom. Living at 325 N. 29th. and emergency call address will be sent later.

NOTED
RAY WEBBER

Signed Samuel F Waller

Address [illegible] Box 62, Corvallis

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	ALL COMPLETED				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FORM 5-A-1 10M 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

FAS 38-A-1

Newport, Ore.
June 3, 1940

IN REPLY PLEASE
REFER TO FILE NO.

F.A.S. 38 A (1)
Contr. 2184

Mr. W. H. Lynch,
District Engineer,
U.S. Public Roads Administration
Portland, Ore.

RECEIVED
JUN 4 - 1940
DIVISION ENGINEER
DIVISION NO. 2

Dear Sir:

Completed today work on Read Cr.-Wren Section, Kings Valley Secondary Highway, F.A.S. 38-A (1), Contract 2184.

Very Truly Yours,

Samuel F. Walters,
Resident Engineer.

NOTED
Asst. State Highway Engineer

CC
R.H.Baldock
S.H.Probert
F.D.Eason

[redacted]

RECEIVED

FAS 38-A-1

June 3, 1940

Shell Oil Company, Inc.
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Manager

Gentlemen:

Reference is made to your letter of May 29 concerning the road oiling contract of Warren Northwest, Inc., near Wren.

You are advised that the above-mentioned firm has no contract of its own in the vicinity of Wren. However, we are informed that it has subcontracted the oiling from Mr. S. S. Montague in connection with his contract, No. 2184, Read Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County.

Very truly yours,

JM:AM

Secretary

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

RECEIVED
STATE HIGHWAY COMMISSION

May 29, 1940

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Warren-Northwest, Inc.

We just recently learned that Warren-Northwest, Incorporated has a contract for road oiling near Wren. Will you please give us the details covering the contract on the attached stencil form?

Thank you for your assistance.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

REFERRED TO
Mc Farland
BY SECRETARY

form not enclosed.
Give them the information in a letter
CWS

FAS 35-A-1

ST ANALYSIS TO NOVEMBER 15, 19

Read Creek - Wren Section
Kings Valley Secondary Highway, Benton County
S. S. Montague, Contractor
F. S. Walters, Resident Engineer

Description	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
*Clearing and Grubbing	1,541.87	All				$1,500.00
*Trench Excavation	377.34	367.1	Cu. Yd.	1.03	1.00	367.10
*Excavation, Single Class	5,114.91	31,100	" "	0.164	0.18	5,598.00
*Overhaul	329.96	32,100	Yd. Sta.	0.01	0.01	321.00
*Truck Haul	567.41	4,600	Yd. Mi.	0.12	0.12	552.00
*Finish Roadbed & Slopes	444.57	1.73	Miles	256.97	250.00	432.50
*Rounding Cut banks	490.93	5,970	Lin. Ft.	0.08	0.08	477.60
*9" Perf. C.I.P.	154.19	200	" "	0.77	0.75	150.00
*12"Conc. Pipe	173.46	225	" "	0.77	0.75	168.75
*18" " "	740.10	576	" "	1.28	1.25	720.00
*24" " "	29.60	18	" "	1.64	1.60	28.80
*36" " "	536.57	116	" "	4.62	4.50	522.00
* Salvage Culvert Pipe	39.61	77	" "	0.51	0.50	38.50
* Rock Backfill	101.76	33	Cu. Yd.	3.08	3.00	99.00
4½"-2" Rock in Base	20,281.52	6,140	" "	3.30	1.80	11,052.00
3/4"-0" " "	13,212.62	3,998	" "	3.30	2.10	8,395.80
Sprinkle	384.28	291	M. Gal	1.32	1.50	436.50
P.A.#1 Move Fence	71.63	95.5	Rods			71.63
P.A.#2 Purchase Screen Rejects	157.75	631.0	Cu. Yd.	0.25	0.25	157.75
Force Account	272.51	All				272.51
Material on Hand	1,135.97	500.0	Cu. Yd.	2.27	1.98	990.00
	$46,168.56					$32.351.44

NOTED
State Highway Engineer

* Sub-Contracted to Berke Brothers.

Cost A nalysis - Final Report
Berke Bros., Sub-Contractors

Description	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	879.14	All				1,500.00
Trench Excavation	479.98	367.1	Cu. Yd.	1.31	1.00	367.10
Excavation, Single Class	3,893.06	31,100	" "	0.125	0.16	4,976.00
Overhaul	321.00	32,100	Yd. Sta.	0.01	0.01	321.00
Truck Haul	552.00	4,600	Yd. Mi.	0.12	0.12	552.00
Finish Roadbed & Slopes	326.90	1.73	Mi.	188.95	250.00	432.50
Rounding Cut-banks	477.60	5,970	Lin.Ft.	0.08	0.08	477.60
9" Perf. C. I. Pipe	133.66	200	" "	0.67	0.75	150.00
12" Conc. Pipe	181.87	225	" "	0.81	0.75	168.75
18" " "	848.92	576	" "	1.47	1.25	720.00
24" " "	41.07	18	" "	2.08	1.60	28.80
36" " "	548.65	116	" "	4.73	4.50	522.00
Salvage Culverts	48.07	77	" "	0.62	0.50	38.50
Rock Backfill	54.85	33	Cu. Yd.	1.66	3.00	99.00
	$8,786.77					$10,353.25

SUMMARY

	Montague	Berke	Total
Total Cost	$46,168.56	$8,786.77	[illegible]
Gross Revenue	32,351.44	10,353.25	[illegible]
Net Loss	$13,817.12		[illegible]
Net Profit		$1,566.48	

Net Loss Equals 28.7% of the Gross Revenue

READ CREEK - WREN SECTION

Kings Valley Secondary Highway, Benton County
S. S. Montague, Contractor

Detail of Cost

LABOR:

Supervision			$1,314.00	
Labor			11,634.75	
State Industrial Accident Insurance			1,050.30	
Unemployment & Social Security			517.95	
				$14,517.00

MATERIALS:

Royalty	10,138	Cu. Yd.	@ 0.10	1,013.80	
Mineral Aggregate in Stockpile	500	" "	@ 2.20	1,100.00	
					$2,113.80

SUB-CONTRACT TO BERKE BROS:

Clearing & Grubbing		All		$1,500.00	
Trench Excavation	367.1	Cu. Yd.	@ 1.00	367.10	
Excavation, Single Class	31,100	" "	@ 0.16	4,976.00	
Overhaul	32,100	Yd. Sta.	@ 0.01	321.00	
Truck Haul	4,600	Yd. Mi.	@ 0.12	552.00	
Finish Roadbed & Slopes	1.73	Miles	@ 250.00	432.50	
Rounding Cut Banks	5,970	Lin.Ft.	@ 0.08	477.60	
9" Perf. C.I.Pipe	200	" "	@ 0.75	150.00	
12" Conc. Pipe	225	" "	@ 0.75	168.75	
18" " "	576	" "	@ 1.25	720.00	
24" " "	18	" "	@ 1.60	28.80	
36" " "	116	" "	@ 4.50	522.00	
Salvage Culverts	77	" "	@ 0.50	38.50	
Rock Backfill	33	Cu. Yd.	@ 3.00	99.00	
					$10,353.25

EQUIPMENT RENTAL, SMALL TOOLS & MISCELLANEOUS SUPPLIES:

Equipment Rental	$7,426.50	
Hired Equipment	6,404.17	
Gas, Oil and Grease	1,671.81	
Explosives	1,350.68	
Main Office Expense	851.98	
Miscellaneous Supplies	775.57	
Freight and Cartage	360.56	
Bond	213.76	
Public Liability Insurance	129.48	
		$19,184.51
		$46,168.56

Read Creek - Wren Section

Detail Cost of Grading
Berke Bros.

LABOR:

Supervision	431.66	
Labor	2,817.72	
State Industrial Accident Insurance	211.21	
Unemployment & Social Security	129.98	
		$3,590.57

MATERIALS:

Rock Backfill	33	Cu. Yd.	@	0.40	13.20	
9" Perf. C. I. Pipe	200	Lin.Ft.	@	0.47	94.00	
12" Concrete Pipe	225	" "	@	0.55	123.75	
18" " "	576	" "	@	1.10	633.60	
24" " "	18	" "	@	1.75	31.50	
36" " "	116	" "	@	3.75	435.00	
						$1,331.85

SUPPLIES:

Equipment Rental	2,544.00	
Gas, Oil & Grease	539.83	
Main Office	310.00	
Explosives	137.13	
Small Tools & Misc. Supplies	123.73	
Bond	103.53	
Signs	33.20	
Public Liability Insurance	32.49	
Hired Truck	30.64	
Lumber	9.80	
		$3,864.35
TOTAL COST		8,786.77

Read Creek - Wren Section

Breakdown of Crushing Costs
S. S. Montague

QUANTITY:

4½"-2" Crushed rock in place	6,140	Cu. Yd.
3/4"-0" " " " "	3,998	" "
Total	10,138	Cu. Yd.

COST:

	Quantity		Cost	Unit Cost
Supervision	10,138	Cu. Yd.	$1,554.88	$ 0.153
Royalty	"	" "	1,013.80	0.10
Main Office & Bond	"	" "	706.64	0.07
Move In and Set Up	"	" "	2,910.63	0.287
Strip Quarry	"	" "	1,280.72	0.126
Drill and Shoot	"	" "	3,802.09	0.375
Haul to Plant	"	" "	2,536.92	0.25
Crush	"	" "	7,464.28	0.736
Haul to Road	"	" "	7,383.15	0.728
Handle on Road	"	" "	4,851.03	0.478
	10,138	Cu. Yd.	$33,504.14	$ 3.303

Read Creek - Wren Section

S. S. Montague, Contractor

REMARKS:

This contract was bid May 18, 1939 and awarded May 26th. Clearing, grading and pipe work were sub-contracted to Berke Brothers who started work June 7th and completed August 5th. The contractor started his plant set-up about July 1st, began crushing August 2nd and he completed the production of base rock on October 28th. Mineral aggregate for oiling was purchased from a commercial plant in Corvallis, but due to the late completion of the base rock surfacing, no oiling was done.

A good profit was made by the sub-contractor on his portion of the work due to a good organization and modern equipment. A small amount of solid was encountered in the single class excavation, but this was either ripped or shot and moved with a tractor and scraper. 1-75 h.p. tractor and dozer, a 96 h.p. tractor and 12 cubic yard scraper and a large power blade were used on the excavation. A total of 607 hours were worked with this equipment to move the 31,100 cubic yards for an average of 51.2 cubic yards per hour. The majority of the clearing was light and mostly hand labor was used.

After about two weeks of prospecting, the contractor selected the McFettridge Quarry 7.55 miles from the North end of the job. One month was required to erect the plant consisting of a rotary scalping screen, 9"-36" Jaw primary crusher, 60'-18" conveyor belt, a rotary screen for segregation of the 4½"-2" and 3/4"-0" rock, 8" Gyratory recrusher, two drum drag line hoists with a 1½ cubic yard bucket, 80 h.p. Diesel motor and a 140 h.p. Diesel Motor with Generator. Electric motors were used to run the primary crusher, dragline, screens and conveyor belts and the 80 h.p. motor drove the recrusher. Production and segregation of the rock were poor however and within a week after starting crushing, the contractor replaced the rotary screens with vibratory screens. Production then did not improve so the contractor secured a 16" x 38" jaw crusher for the primary unit. Superintendents were also changed at this time, and a fair production ensued.

An intrusion of soft rock was encountered and for the last month of operation it was necessary to hire a 3/8 cubic yard shovel to load out the rock so as to select the best material. At this stage the overburden was also getting deeper, and two small tractors with bulldozers were used to remove this dirt which reached a depth of thirty feet. 823.5 hours were worked by the plant at an average production of 12.3 cubic yards per hour.

Hauling was done in hired trucks and because of the necessary hourly guarantee because of the low production, these costs are high. A power blade and ten ton roller were used for spreading and rolling, but also because of the low production and excessive labor these costs are extremely high.

Although the quarry was very poor, much of the loss suffered on this contract can be contributed to unsuitable equipment, poor supervision and the lack of an organization.

E. H. CLYMER, COST ANALYST
BY

J. D. Nelson

Form E-33—Revised—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1939

9-2 28-A-1

Subject: Read Creek-Wren Section
Extension of Time

To:

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

With further reference to the extension of time on the Read Creek-Wren Section, it is recommended that the extension be made to July 1, 1940.

I am attaching hereto the consent of the contractor's surety to this extension.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

FAS 38-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 38-A (1)
Read Creek-Wren Sec.
Kings Valley Sec. Hwy.

October 16, 1939

OCT 17 19

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jos

Wa4pr-2133

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 58-A(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of Sept, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 15th day of April, 1939, a project statement, which was approved by the Secretary on the 16th day of May, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the United States District Engineer on the 24 day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-four thousand, three hundred ninety and 00/100 dollars ($24,390.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 401+75 in the N.W. 1/4, Section 16, T. 11 S., R. 6 W., W.M., and survey station 512+60 at the Corvallis-Newport Highway in Wm. Pearson D.L.C. No. 51 with a wye connection between survey stations 511+00 and 513+50, (excepting therefrom that portion between survey stations 464+70 and 486+50)

, length 1.733 miles, in Benton County, being Section A (1) of Oregon Federal Aid Secondary project No. FAS 38, consisting of 1.733 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Whenever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on [illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of twenty-four thousand, three hundred ninety and 00/100 dollars ($24,390.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty thousand, six hundred fifty-one and 05/100 dollars ($40,651.05), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 31, laws 1920.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of SEP 23 1939, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR

By H. J. O'Leary
Acting-Commissioner of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 38-A(1) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 40,651.05 as the total estimated cost of said project, and the sum of $ 24,390.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 23 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~Secretary of Agriculture~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED
OCT 13 1939
DISTRICT 1

cc [illegible]

[illegible]

FHS 38 #-1

September 20, 1939

Mr. S. S. Montague
115 S. W. Fourth Avenue
Portland, Oregon

Attention: E. G. Hahn

Dear Mr. Montague:

We refer to your letter of September 19th, addressed to Mr. Glaisyer, which letter concerns the submitting of contractor's payrolls.

The provision quoted in your letter is from page 7 of the printed special provisions of your contract. It is ambiguous, and it may be interpreted as you interpret it, or it may be interpreted otherwise, depending on whether the word "which" in the last clause of the sentence is assumed to refer to the words "seventh day" or to the word "date."

The ambiguous nature of this provision was noticed when the provision was sent to us by the Bureau of Public Roads, but we were instructed to use all provisions "verbatim," which we did. However, to clarify this particular provision, we added a provision on page 10, which provision reads as follows:

> "Complete pay rolls for all time worked during a given calendar week shall be delivered to the engineer, in triplicate, within seven days after the employees are paid and before the end of the week following the week covered by the pay roll."

You will note that there is no ambiguity in this provision and that it definitely requires the delivery of the pay roll before the end of the week following the week which the pay roll covers.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AR

cc H. B. Glaisyer

S. S. MONTAGUE
GENERAL CONTRACTOR
115 S. W. FOURTH AVENUE
PORTLAND, OREGON

RECEIVED
SEP 20 1939
OREGON
STATE HIGHWAY COMMISSION

Sept. 19th, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Att'n: H. B. Glaisyer, Sec'y

Gentlemen:

In regard to our contract, #2184, with the Oregon State Highway Commission, we quote you the provision for submission of payrolls to the Resident Engineer:

"All payrolls shall be paid weekly and all payrolls shall be submitted for each calendar week not later than the seventh day after the date on which employees are paid, which shall not be later than the week following that covered by the payroll."

As we interpret this, the men are to be paid not later than a week after the end of the week for which they are to be paid, and the payrolls are to be submitted to the Resident Engineer not later than a week after that, or two weeks after the last day for which the employees are paid.

Will you please let us know whether or not we have misconstrued this section of the contract, as Mr. Walters, our Resident Engineer on the job, sends us a notice that our payroll is delinquent if he has not received it within a week after the last day for which the employees are to be paid.

Thanking you for an early reply, as it will be much to our advantage to have this matter cleared up, so that we can submit the payrolls on time if we are in the wrong.

Yours very truly,

S. S. MONTAGUE

E. G. Hahn

E. G. Hahn,
Bookkeeper.

REFERRED TO
BY SECRETARY

to prepare reply

EGH:SE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

AUG 22 1939

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 38-A (1)
Read Creek-Wren Station Sec.
Kings Valley Highway.

August 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Form E-30—20M—6-30

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

[illegible] S 38-A-1 [illegible]

Salem, Oregon
September 7th, 1939

From: H. G. Smith

To: R. H. Baldock

Subject: Reed Creek-Wren Station Section

Dear Sir:

S. S. Montague, contractor on the Reed Creek-Wren Station Section of the Kings Valley Secondary in Benton County, has proceeded with the surfacing in his usual dilatory manner, and we have received a request from the Public Roads Administration asking us to speed up the project. The contract provides that the oiling be completed not later than August 31st, 1939; whereas, the surfacing is not even completed yet.

There is only 1.73 miles in this project. Montague subcontracted the grading which was completed in adequate time. He has an easily operated dice rock quarry from which the surfacing could easily be laid in three or four weeks, but he has been monkeying around for several months with little or no daily output.

It is impossible to keep within reasonable engineering expenses and secure an adequate job under such conditions. Montague has performed the same way on every job which he has had for the Department in recent years; therefore, it is my recommendation that we cancel his pre-qualifications and he be so notified.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

REFERRED TO
By Asst. State Highway Engineer

NOTED
R H Baldock
State Highway Engineer

H. G. Smith ✓

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 31 1939

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 30, 1939

RECEIVED
AUG 31 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A recent inspection of Oregon Federal Aid Secondary project FAS 38-A (1), Reed Creek-Wren Station Section of Kings Valley Highway, in Benton County, indicates a serious lag in the percentage complete as compared with the percent of contract time elapsed. These figures are, respectively, 34-1/2% complete on August 23rd and 72% of contract time elapsed.

The specified completion date for all work is September 30th according to the contract, which also specifies that, "All oiling work shall be completed not later than August 31, 1939". It is believed that there is no possibility of fulfilling the requirements of the quotation as there is still considerable rock to be placed on the road before oiling can begin. It is suggested that the contractor be surged to speed up his operations.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

H. G. Smith ✓

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 31 1939

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 30, 1939

RECEIVED
AUG 3 . 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

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The specified completion date for all work is September 30th according to the contract, which also specifies that, "All oiling work shall be completed not later than August 31, 1939". It is believed that there is no possibility of fulfilling the requirements of the quotation as there is still considerable rock to be placed on the road before oiling can begin. It is suggested that the contractor be surged to speed up his operations.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
AUG 5 1939
FOR FILING

FAS 38-A-1

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Read Creek-Wren Station Section, Project No. FAS 38-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 38-A (1)

BEAR CREEK-WREN STATION SECTION
OF THE KINGS VALLEY HIGHWAY IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 14, 1939

Roadway (Sta. 401+75 to 464+79)(Sta. 486+50 to 512+60)
(Wye Sta. 511+00 to 513+50)

All Required		Clearing and Grubbing	$ - -	$ 1,500.00
300	cu. yds.	Trench Excavation	1.00	300.00
31,000	cu. yds.	Excavation, Single Classif.	.18	5,580.00
37,000	yd. sta.	Overhaul	.01	370.00
4,700	yd. mi.	Truck Haul	.12	564.00
1.73	miles	Finishing Roadbed and Slopes	250.00	432.50
9,500	lin. ft.	Rounding Cutbanks	.08	760.00
40	lin. ft.	8" Perforated Corr. Iron Pipe	.75	30.00
40	lin. ft.	12" Concrete Pipe	.75	30.00
460	lin. ft.	18" Concrete Pipe	1.25	575.00
20	lin. ft.	24" Concrete Pipe	1.60	32.00
100	lin. ft.	36" Concrete Pipe	4.50	450.00
170	lin. ft.	Salvaging Culvert Pipe	.50	85.00
10	cu. yds.	Rock Backfill in Drains	3.00	30.00
7,000	cu. yds.	4½" - 8" Rock in Base	1.80	12,600.00
3,800	cu. yds.	3/4" - 6" Rock in Base	2.10	7,980.00
200	M-gal.	Sprinkling	1.50	300.00
1.73	miles	Preparation of Base	150.00	259.50
850	cu. yds.	Mineral Aggregate in Place	3.55	3,017.50
20	tons	Emulsified or RC-3 Asphalt in Seal Coat	21.00	420.00
82	tons	Tar in Place	20.00	1,640.00
			Subtotal	$ 36,955.50
			10% Engr. & Cont.	3,695.55
			Total	$ 40,651.05

Length	1.733 miles
Cost per mile	$ 23,457.03

FAS Funds Requested- -	$ 24,390.00
State Funds- -	16,261.05
	$ 40,651.05

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920

1(1)38-a-1

June 7, 1939

Mr. S. S. Montague
115 S. W. Fourth Avenue
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2184 which was awarded to you on May 26, 1939, by the State Highway Commission covering the construction of the Read Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 6 - 1939
FOR FILING

718 38-A-1

June 5, 1939

Mr. S. S. Montague
115 S. W. Fourth Avenue
Portland, Oregon

Dear Sir:

You are advised that we have received the four copies of the contract for the construction of the Reed Creek-Wren Section, Kings Valley Secondary Highway, which have been executed by you. As soon as the copies have been executed by the Highway Commission we will return one copy to you and one to your bonding company.

In accordance with your request of June 2, we have forwarded to you under separate cover copy of the specifications covering the above project and two sets of blueprint plans.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

Mr. Wood:

Sometime will you kindly do what Mr. Montague wants done in the last two paragraphs of this letter and return it to me. Thank you. No hurry.

J. McF,

Mailed 6/5/39

W.

RECEIVED
JUN 3 - 1939
MISSION

June 2, 1939

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are today forwarding to you by Railway Express the four copies of the contract for the Reed Creek-Wren Section of the Kings Valley Secondary Highway in Benton County. All four copies are executed by myself and the bonding company, which we trust will be found entirely in order.

When you return our copy of the contract, please send us a copy of the specifications which will set forth the special provisions, which we can turn over to Berke Brothers, sub-contractors.

We would also like to have two sets of blue prints covering this job, one for our man on the job, and one for Berke Brothers.

Yours very truly,

S. S. Montague

SSM:eh

S. S. MONTAGUE
GENERAL CONTRACTOR
115 S. W. FOURTH AVENUE
PORTLAND, OREGON

RECEIVED
JUN 3 - 1939
[illegible] COMMISSION

June 2, 1939

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We are today forwarding to you by Railway Express the four copies of the contract for the Reed Creek-Wren Section of the Kings Valley Secondary Highway in Benton County. All four copies are executed by myself and the bonding company, which we trust will be found entirely in order.

✓ When you return our copy of the contract, please send us a copy of the specifications which will set forth the special provisions, which we can turn over to Berke Brothers, sub-contractors.

✓ We would also like to have two sets of blue prints covering this job, one for our man on the job, and one for Berke Brothers.

Yours very truly,

SSMontague

S. S. Montague

SSM:eh

FAC 38-A-1

June 1, 1939

H. B. G.

Yesterday while you were away a Mr. Curtis, who is connected with a Portland insurance firm who handles S. S. Montague insurance, called.

He wanted to arrange it so that Mr. Montague could cancel his Industrial Accident Insurance on his new job (Read Creek-Wren Section) I told him that this would not be possible under the terms of our contracts and he was not satisfied so I took him down to Devers who told him the same thing. However, he still was not satisfied and went down to the Accident Commission and argued with them and came back to see Devers. I was not down in Devers office when he came back. I did learn that Devers is now going to write the Accident Commission regarding the matter as they told him that it was up to us if he started his work and was not operating under the compensation act.

The above is merely for your information.

J. McF.

Mr. Baldock

FORM 5-10-1 2500 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 1, 1939

State Industrial Accident Commission,
State Office Building,
Salem, Oregon.

Mon. night June 5 —

Gentlemen:

The Highway Commission carries in its contracts a provision to the effect that the "contractor shall accept the terms of the Workmen's Compensation Act of the State of Oregon, Oregon Code 1930, Title XLIX, Chapter 18 and amendments thereof, and shall carry on this work under the provisions of that law."

Recently the Commission awarded a contract to Mr. Montague for some highway construction. Mr. Montague now requests that he be relieved from a compliance with the section of the contract that I have just quoted. The Highway Commission may waive that provision in the contract I believe, but before doing so is of the opinion that the matter should be discussed with a representative of the Industrial Accident Commission. Mr. Montague states that his work is not confined to highway construction and that with respect to other projects which he has with concerns other than the Highway Commission he carries protection with private companies. He says there will be much confusion if he is requested to carry insurance both with the State and with private concerns and that he will suffer a severe loss if required to give up his private insurance contracts.

If the Highway Commission insists that this provision of the contract be complied with, it may mean that contractors who have projects with concerns which do not make the state insurance obligatory will elect to refrain from bidding on highway work, and in that respect the Highway Commission will lose some competitive bidding.

Are you agreeable to a suggestion that the Industrial Accident Commission have a representative appear before the Highway Commission at its meeting in Portland on June fifth for the purpose of discussingMr. Montague's request?

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer
R. H. Baldock
H. G. Smith
H. F. Curtis

FORM 2-K-1 2M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

June 1, 1939

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,

Office.

Dear Sir:

Attached is a copy of a letter, the original of which I have prepared but have not yet mailed to the Industrial Accident Commission. A representative of Mr. Montague called here yesterday to discuss this situation. Mr. Montague has filed notice of rejection of the state insurance and contemplates going on with his work under private insurance. His rejection becomes effective July first. His contract was awarded May twenty-sixth.

I believe that this matter needs some discussion or consideration by the Highway Commission and with that in view I have written the letter which I propose to send to the Accident Commission unless you, after discussing the matter with Mr. Cabell, think otherwise.

Mr. Montague will have a representative before the Commission at the same time.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:PW
Enc.

RECEIVED
MAY 31 1939

#12 28-G-1

May 27, 1939

Mr. S. S. Montague
115 S. W. 4th Avenue
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2184 which was awarded to you on May 26, 1939, for 1.73 miles grading, surfacing and oiling on the Reed Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 21 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
AUG 31 1939
FOR FILING

FAS 38-A-1

May 26, 1939

Mr. S. S. Montague
115 S. W. 4th Ave.
Portland, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 1.73 miles grading, surfacing and oiling on the Bend Creek-Wren Section of the Kings Valley Secondary Highway, in Benton County. This award was based on your bid of $56,955.80, using tar, submitted on May 16, 1939.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

HBG:AM

Secretary

cc -Mr. S. H. Probert
Mr. G. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1217-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON · MAY 26 1939

S S MONTAGUE
115 S. W. 4th Ave.
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR READ CREEK-WREN SECTION OF KINGS VALLEY SECONDARY HIGHWAY BENTON COUNTY BASED ON YOUR LOW BID SUBMITTED ON MAY 18, 1939. CONTRACT FORMS FOLLOW SHORTLY

STATE HIGHWAY COMMISSION
H B GLAISYER SECRETARY

File

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

ROBERTS A A S H O T-96-38

S CONCERNING ITS SERVICE

MR. W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WITH YOUR CONCURRENCE WE WILL AWARD TODAY TO S. S. MONTAGUE CONTRACT FOR READ CREEK-WREN PROJECT

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(30).

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

Received at

PRH94 55 GOVT DL=H PORTLAND ORG 26 311P

MAY 26 PM 3 32

R H BALDOCK=

STATE HIGHWAY ENGINEER

RETEL TODAY OREGON FEDERAL AID SECONDARY PROJECT FAS 38-A (1) READ CREEK WREN CREEK SECTION WE TODAY CONCUR IN AWARD TO S S MONTAGUE LOW BIDDER. REFERENCE PROBERTS INQUIRY TODAY LOSANGELES ABRASION TEST FOR COARSE AGGREGATES SATISFACTORY WITHOUT DESCRIBING TEST IN SPECIFICATIONS IF REFERENCE MADE THEREIN TO A.A.S.H.O. T-96-38= p.149

ANDREWS.

38-A (1) PROBERTS A A S H O T-96-38.

S CONCERNING ITS SERVICE

MR. C. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WITH YOUR CONCURRENCE WE WILL AWARD TODAY TO S. S. MONTAGUE CONTRACT FOR READ CREEK-WREN PROJECT

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 26, 1939

MR. W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WITH YOUR CONCURRENCE WE WILL AWARD TODAY TO S. S. MONTAGUE CONTRACT FOR READ CREEK-WREN PROJECT

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

May 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired on the Reed Creek-Wren Station Section, Project No. FAS 38-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

RECEIVED
MAY 13 1939
FOR FILING

May 12, 1939

Mr. F. D. Mason
Highway Division Engineer
Salem, Oregon

Dear Sir:

For conformance with federal requirements, please arrange to have reflectorized narrow bridge warning signs installed at the bridge over Marys River on the Read Creek-Wren Station Section of the Kings Valley Highway.

These signs should be installed sometime during the summer months so as to be in place before the surfacing and oiling work, for which a contract is to be let on May 18th, is completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

cc W. H. Lynch
W. O. Widdows

RECEIVED
MAY 4 - 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1939

RECEIVED
MAY - 4 1939
STATE HIGHWAY C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project No. FAS 38-A (1), the Read Creek-Wren Station Section of the Kings Valley Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Approval of the project is subject to the condition that reflectorized advance warning signs will be installed at the narrow bridge over Marys River concurrently with the contract construction.

Concurrence in award will be withheld pending approval of the project statement and a showing that the right to occupy and use the right of way has been secured.

Attention is called to the fact that our recommendation for approval is subject to further review, and some commitment relative to replacement of the Marys River Bridge may be required.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 12, 1939

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

The typical section sheet forwarded with the plans for Oregon Federal Aid Secondary Project No. F.A.S. 38-A (1), the Read Creek-Wren Section, does not show the slope to the ditch line. Will you please submit corrected prints of this sheet?

Very truly yours,

W. H. LYNCH,
District Engineer

By
F. E. Andrews,
Senior Highway Engineer

Ent 5/13/39

[illegible] CREEK-[illegible] SECTION

PROJECT NO. FAS 78-A(1)

While negotiation for right of way is in progress, six parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured. It is now believed, however, that the right of way can be made fully available within 14 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 2, 1939

April 29, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications, and one copy of special provisions for the Read Creek-Wren Section, Project No. FAS 38-A (1).

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 38-A (1)

BEAR CREEK-WREN STATION SECTION
OF THE KINGS VALLEY HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 2, 1939

Roadway (Sta. 401+75 to 464+70)
(Sta. 486+50 to 512+60) (Wye Sta. 511+00 to 513+50)

All Required		Clearing and Grubbing		$ 900.00
300	cu. yds.	Trench Excavation	$ 1.00	300.00
31,000	cu. yds.	Excavation, Single Classif.	.25	7,750.00
37,000	yd. stas.	Overhaul	.01	370.00
4,700	yd. mi.	Truck Haul	.12	564.00
1.73	miles	Finishing Roadbed and Slopes	300.00	519.00
9,500	lin. ft.	Rounding Cutbanks	.10	950.00
40	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	40.00
40	lin. ft.	12" Concrete Pipe	1.00	40.00
460	lin. ft.	18" Concrete Pipe	2.00	920.00
20	lin. ft.	24" Concrete Pipe	3.00	60.00
100	lin. ft.	36" Concrete Pipe	5.00	500.00
170	lin. ft.	Salvaging Culvert Pipe	.80	136.00
10	cu. yds.	Rock Backfill in Drains	2.00	20.00
7,000	cu. yds.	4½" - 2" Rock in Base	2.00	14,000.00
3,800	cu. yds.	3/4" - 0" Rock in Base	2.00	7,600.00
200	M-gals.	Sprinkling	1.50	300.00
1.73	miles	Preparation of Base	100.00	173.00
850	cu. yds.	Mineral Aggregate in Place	3.50	2,975.00
20	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.00	500.00
34	tons	RC-3 Asphalt in Binder Course	25.00	850.00
34	tons	SC-6 Road Oil in Place	25.00	850.00
82	tons	Tar in Place	21.00	(Alternate)
		Subtotal		$ 40,317
		10% Engr. & Cont.		4,031
		Total		$ 44,348

Length	1.733 miles
Cost per mile	$ 25,590

FAS Funds Requested- -	$ 26,610
State Funds- -	17,738
	$ 44,348

(8)

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 38-A (1)

HEAD CREEK-WREN STATION SECTION

OF THE KINGS VALLEY HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 29, 1939

Roadway (Sta. 401+75 to 464+70)
(Sta. 486+50 to 512+60) (Wye Sta. 511+00 to 513+50)

All Required		Clearing and Grubbing		$ 900.00	
300	cu. yds.	Trench Excavation	$1.00	300.00	
31,000	cu. yds.	Excavation, Single Classification	0.25	7,750.00	
37,000	yd. stas.	Overhaul	0.01	370.00	
4,700	yd. mi.	Truck Haul	0.12	564.00	
1.73	miles	Finishing Roadbed and Slopes	300.00	519.00	
9,500	lin. ft.	Rounding Cutbanks	0.10	950.00	
40	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	40.00	
40	lin. ft.	12" Concrete Pipe	1.00	40.00	
460	lin. ft.	18" Concrete Pipe	2.00	920.00	
20	lin. ft.	24" Concrete Pipe	3.00	60.00	
100	lin. ft.	36" Concrete Pipe	5.00	500.00	
170	lin. ft.	Salvaging Culvert Pipe	0.80	136.00	
10	cu. yds.	Rock Backfill in Drains	2.00	20.00	
7,000	cu. yds.	4½" - 2" Rock in Base	200 ~~1.50~~	~~10,500.00~~	1400000
3,800	cu. yds.	3/4" - 0" Rock in Base	200 ~~1.50~~	~~5,700.00~~	7600.00
200	M-Gals.	Sprinkling	1.50	300.00	
1.73	miles	Preparation of Base	100.00	173.00	
850	cu. yds.	Mineral Aggregate in Place	350 ~~2.50~~	~~2,125.00~~	2975.00
20	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.00	500.00	
34	tons	RC-3 Asphalt in Binder Course	25.00	850.00	
34	tons	SC-6 Road Oil in Place	25.00	850.00	
82	tons	Tar in Place	21.00	(Alternate)	
		Subtotal		$ ~~34,067~~	40317
		10% Engr. & Cont.		~~3,406~~	4031
		Total		$ ~~37,473~~	44348

Length 1.733 Miles
Cost per Mile ~~$21,623~~ 25,590.

FAS Funds Requested- - - - - - - - - - - - - - - - - - - -	$ ~~22,490~~	9 26610
State Funds- -	~~14,983~~	17'738
	$ ~~37,473~~	44,348

CONTRACT# [redacted] 2185

FA 14-A-1 John Day-Prairie City Sec., 1939
John Day Hwy.
#2185

EIVED
MAY 2 1940
FOR FILING

FA 14-A-1

May 1, 1940

SHELL OIL COMPANY, INC.
1220 S.W. Morrison Street
Portland, Oregon

Attention Frank J. Turner
Division Credit Manager

Gentlemen:

Replying to your inquiry of April 30, re E. L. Rigdon Contract No. 2185:

The completion date was December 31, 1939
Date of acceptance, January 11, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
MAY 1 - 19[illegible]
STATE [illegible] COMMISSION

April 30, 1940

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

Re: E. L. Rigdon - Contract #2185.

Will you kindly advise us if the above job has been completed. If so, please state completion and acceptance dates.

For your convenience, we are enclosing stamped and addressed envelope.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:JM
Enc.

RECEIVED
APR 26 1940
FOR FILING

#2185

14-A-1

April 26, 1940

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2185, for the construction of the John Day-Prairie City Section of the John Day Highway in Grant County, has been completed by the contractor, E. L. Rigdon, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 6, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $81,687.00, including the final payment. Of this amount $396.72 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
MAY 1 1940
FOR FILING

April 20th, 1940

COST ANALYSIS - FINAL REPORT
John Day Highway, John Day-Prairie City Section
Contract 2185 Prefix 12-1010
E. L. Rigdon, Contractor
C. C. Slavens, Resident Engineer

FA 14-A-1

NOTED

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$825.00	100%			$2,500.00
Trench Excavation	2,001.95	2,268.1 cu. yd.	0.88	0.90	2,041.29
Common "	26,313.74	144,659.7 " "	0.18	0.19	27,485.34
Solid Rock "	9,838.82	28,109.9 " "	0.35	0.30	8,432.97
Overhaul	1,871.63	187,163 yd. sta.	0.01	0.01	1,871.63
Truck Haul	4,990.16	41,584.7 yd. mi.	0.12	0.12	4,990.16
Finishing Roadbed & Slopes	2,680.00	8.1654 Miles	328.00	200.00	1,633.08
Rounding Cutbanks	2,080.55	29,885 lin. ft.	0.07	0.08	2,390.80
9" Perf. Iron Pipe	2,391.48	3,276 " "	0.73	0.75	2,457.00
12" Corr. Iron Pipe	651.25	684 " "	0.95	0.95	649.80
18" " " "	485.73	348 " "	1.39	1.45	504.60
24" " " "	760.56	354 " "	2.16	2.25	796.50
48" " " "	1,376.40	252 " "	5.46	5.90	1,486.80
60" " " "	1,070.35	158 " "	6.80	7.20	1,137.60
18" Concrete Pipe	1,860.24	1,032 " "	1.80	1.90	1,960.80
24" " "	890.21	318 " "	2.80	2.80	890.40
36" " "	724.85	109 " "	6.65	7.00	763.00
18" Concrete Siphon Pipe	195.20	81 " "	2.41	2.60	210.60
Salvaging Culvert Pipe	140.50	281 " "	0.50	0.50	140.50
Class "A" Concrete	377.07	17.022 cu. yd.	22.10	25.00	425.55
Gravel Backfill in Drains	1,635.35	1,112.5 cu. yd.	1.47	1.25	1,390.63
Selected Roadbed Topping	7,134.50	27,340 cu. yd.	0.26	0.20	5,468.00
Haul " "	5,121.44	31,732.5 yd. mi.	0.16	0.15	4,759.88
Sprinkling	640.35	612.24 M-Gals.	1.05	1.25	765.30
Preparation of Base	684.44	4.43 Miles	154.50	150.00	664.50
Place Mineral Aggregate	98.88	56.5 cu. yd.	1.75	1.50	84.75

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Haul Mineral Aggregate	$22.10	146.85 yd. mi.	0.15	0.10	$14.69
SC-2 Road Oil	3,940.33	136.115 Tons	29.00	28.00	3,811.22
PA #1, 18" Corr. Iron Siphon Pipe	921.46	417 lin. ft.	2.21	1.80	750.60
" 18" Corr. Iron Siphon Pipe Elbows	169.00	20 each	8.45	8.00	160.00
PA #2, 2" Galv. Water Pipe in Place	38.20	123 lin. ft.	0.31	0.35	43.05
" 3½" " " " "	86.30	102.5 " "	0.84	0.95	97.38
PA #3, Rip Rap in Place	307.50	132.34 cu. yd.	2.32	3.00	397.02
PA #4, 8" Corr. Iron Pipe Elbow Joint	6.50	1 each		6.50	6.50
" 8" Corr. Iron Pipe T Joint	6.50	3 "		6.50	19.50
" 8"-12' Corr. Iron Pipe T Joint	8.30	1 "		8.30	8.30
PA #6, 8" Perf. Corr. Iron Pipe	28.56	51 lin. ft.		0.56	28.56
" 8" Corr. Iron Pipe Bands	1.46	2 each		0.73	1.46
" 18" Concrete Pipe	48.00	30 lin. ft.		1.60	48.00
Force Account	396.72				396.72
Cement Adjustment		0.69 Bbl.			2.52
	$82,821.58				$81,687.00

Total Cost	$82,821.58
Gross Revenue	81,687.00
Net Loss	$1,134.58

Net Loss Equals 1.4% of the Gross Revenue

John Day-Prairie City Section

Detail of Cost

Labor:

Supervision (Includes E. L. Rigdon & Bkpr.)	$1,625.00	
Labor	29,388.03	
State Industrial Accident Insurance	930.39	
Social Security & Unemployment Insurance	1,240.52	$33,183.94

Materials:

9" Perf. Iron Pipe	3,276	lin. ft.	at	$0.56	$1,864.56	
9" " " " Bands	86	each	"	0.73	62.78	
12" Corr. Iron Pipe	684	lin. ft.	"	0.76	519.84	
12" " " " Bands	18	each	"	0.92	16.56	
18" " " "	348	lin. ft.	"	1.11	386.28	
18" " " " "	8	each	"	1.81	14.48	
24" " " "	354	lin. ft.	"	1.76	623.04	
24" " " " "	8	each	"	2.25	10.00	
48" " " "	252	lin. ft.	at	4.74	1,174.48	
48" " " " "	6	each	"	4.79	28.74	
60" " " "	158	lin. ft.	"	5.87	927.46	
50" " " " "	4	each	"	5.82	23.28	
18" Corr. Iron Siphon Pipe	417	lin. ft.	"	1.64	683.88	
18" " " " " Bands	12	each	"	1.81	21.72	
18" Corr. Iron Pipe Elbows	20	"	"	7.53	149.54	
8" Perf. Corr. Iron Pipe	51	lin. ft.	"	9,56	28.56	
8" " " " " Bands	2	each	"	0.73	1.46	
8" Corr. Iron Pipe Elbow Joint	1	"	"	6.50	6.50	
8" " " " T Elbow	3	"	"	6.50	19.50	
8"-12' Corr. Iron Pipe T Joint	1	"	"	8.30	8.30	
2" Galv. Water Pipe	123	lin. ft.	"	0.28	34.44	
3½" " " "	102.5	" "	"	0.76	78.90	
18" Concrete Pipe	1,032	" "	"	1.55	1,599.60	
24" " "	318	" "	"	2.40	763.20	
36" " "	109	" "	"	5.85	637.65	
18" Concrete Siphon Pipe	81	" "	"	1.55	125.55	9,810.30

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental and Repairs	$22,260.00	
Hired Trucks	573.76	
Gas, Oil and Grease	7,970.00	
Explosives	780.00	
Small Tools, Supplies & Misc.	1,580.82	
General & Overhead Expense	633.80	
Bond 1% of Gross Revenue	776.62	
Home Office 1% of Gross Revenue	776.62	35,351.62

John Day-Prairie City Section

Detail of Cost (Continued)

(Amount Brought Forward)			$78,345.86
Sub-Contractor - J. C. Compton:			
SC-2 Road Oil	136.115 Tons at $28.00	$3,811.22	
Preparation of Base	4.43 Miles at 150.00	664.50	
			4,475.72
			$82,821.58

John Day-Prairie City Section

REMARKS:

This contract consisted of application of 4.43 miles of light oil treatment, grading of 8.17 miles of highway roadbed and construction of 8.17 miles of pit-run gravel roadbed topping.

The oiling work, which was sub-let to J. C. Compton, was started August 3rd and completed August 7th.

The contractor moved in 4 cats (3-RD-8's and 1-40 h.p.), 3 scrapers (2-13 cu. yd. and 1-8 cu. yd.), 1 - 110 compressor, 1 dozer, 1 ripper, 1 No. 12 cat motor patrol, 1 - 3/4 cu. yd. shovel and trucks.

The common excavation was composed of topsoil and gravel, while the solid consisted of weathered basalt and cemented gravel. A 3/4 cu. yd. shovel was used to excavate about 15,000 cu. yds. while the remainder was moved with cats and scrapers. The haul on the material averaged about 1,300 feet, and as this distance is a little beyond the limits for economical operation for scrapers in single units, the excavation costs are a trifle high.

The topping consisted of gravel containing some oversize and was obtained from three sources. No sustained high degree of production was maintained as the operations were quite intermittent. The unit cost of hauling was somewhat high and was principally due to the short haul, which averaged only 1.15 miles.

During the course of this job the contractor employed his equipment on various small well-paid jobs which increased his revenue so that he just about broke even for all of the work done.

The work on this job was handled fairly efficiently, but the bid was too low to warrant a profit.

R. H. Clymer
Cost Analyst

By . . Henry [illegible]

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APR 12 1940
FOR FILING

14-a-1

April 11, 1940

Mr. E. L. Rigdon
Lapine, Oregon

Dear Sir:

In response to your letter of April 9, we advise that the final voucher on Contract No. 2185, John Day-Prairie City Section, should be in your hands by the first of next week. The warrant should be ready within two weeks of the date the voucher is returned to us.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

VOU 2530
Semi Final
John Day - Prairie City

E. L. RIGDON
CONTRACTOR
LAPINE, OREGON

April 9, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attn: F. E. Mercer

Please advise when I may expect payment on final estimate, Contract No. 2185.

Yours very truly,

E L Rigdon
E. L. Rigdon

ELR:I

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FEB 19 19

#2185

FA 14-H-1

February 19, 1940

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Rigdon on Contract No. 2185, John Day-Prairie City Section of the John Day Highway in Grant County. This payment will be made on or after February 29, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

21-85

FA 13-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

February 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 13-B (1), Fisk Creek-Hall Hill Section of the John Day Highway, was made by a representative of this office on January 19, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield,
Senior Highway Engineer.

Zer

F. F-1-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
NOV 10 1939

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 13-B (1)
Fisk Creek-Hall Hill Sec.
John Day Highway

November 9, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

wa4pr-2595

Form P. R. 2

State Oregon

Federal Aid   Project No. 15-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of Sept, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 25th day of February, 1939, a revised project statement, which was approved by the Secretary on the 10th day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the United States District Engineer on the 4th day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Thirty-one thousand, five hundred forty and 00/100 dollars ($31,540.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5610

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917 and Chap. 21, Laws of 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 410+00 in the SW 1/4 Sec. 15, T. 13 S., R. 32 E., W.M., the east end of Section A(2) of said project and survey station 582+20 in the SW 1/4 Sec. 9, T. 13 S., R. 33 E., W.M., the west end of Project 16-A(2).

, length 3.246 miles, in Grant County, being Section B(1) of Oregon Federal Aid project No. 13, consisting of 3.209 miles of roadway and two bridges, each of more than 20 feet clear span, 0.037 of a mile in length.

8—2311

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of Thirty-one thousand, five hundred forty and 00/100 dollars ($31,540.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Fifty-two thousand, five hundred sixty and 53/100 dollars ($52,560.53), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of OCT 30 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)*

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By ....
~~Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 13-B(1), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 52,560.53 as the total estimated cost of said project, and the sum of $ 31,540.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 30 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4269

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

FA 13-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

PUBLIC R[illegible] ADMINISTRA[illegible]

[illegible] 31 193[illegible]

October 30, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of August 24, 1939, relative to Oregon Federal Aid Project No. 13-B (1), Fisk Creek-Hall Hill Section.

Will you please submit at your early convenience the revised project statement sketch map requested in the last paragraph of our letter above referred to.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Jon

FOR FI

FA 13-P-1

Salem, Oregon
September 13, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Fisk Creek-Hall Hill Section, Project No. FA 13-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 25 1939
COMMISSION

August 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Project 13-B (1), Fisk Creek-Hall Hill Section of the John Day Highway.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Please submit a revised project statement sketch map showing the improved alignment.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Encls.

RECEIVED
[illegible]
FOR FILING

FA 13-B-1

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Fisk Creek-Hall Hill Section, Project No. FA 13-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 13-B (1)

THE [illegible]-BALL HILL SECTION
OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 27, 1939

Roadway

All Required		Clearing and Grubbing	$ - -	$ 983.00
500	cu. yds.	Trench Excavation	.90	450.00
49,000	cu. yds.	Common Excavation	.19	9,310.00
27,500	cu. yds.	Solid Rock Excavation	.30	8,250.00
79,000	yd. sta.	Overhaul	.01	790.00
26,000	yd. mi.	Truck Haul	.12	3,120.00
3.21	miles	Finishing Roadbed and Slopes	200.00	642.00
10,500	lin. ft.	Rounding Cutbanks	.08	840.00
34	lin. ft.	12" Corr. Iron Pipe	.95	32.30
50	lin. ft.	24" Corr. Iron Pipe	2.25	112.50
120	lin. ft.	48" Corr. Iron Pipe	5.90	708.00
50	lin. ft.	64" Corr. Iron Pipe, Uncoated	12.50	625.00
240	lin. ft.	18" Concrete Pipe	1.90	456.00
180	lin. ft.	24" Concrete Pipe	2.80	504.00
230	lin. ft.	36" Concrete Pipe	7.00	1,610.00
90	lin. ft.	18" Concrete Siphon Pipe	2.60	234.00
160	lin. ft.	Salvaging Culvert Pipe	.50	80.00
4	cu. yds.	Class "A" Concrete	25.00	100.00
10,600	cu. yds.	Selected Roadbed Topping	.20	2,120.00
8,200	yd. mi.	Hauling Roadbed Topping	.15	1,230.00
800	cu. yds.	Filler	.35	280.00
1,600	yd. mi.	Hauling Filler	.10	160.00
450	M-gal.	Sprinkling	1.25	562.50
				$ 33,199.30

Culverts

75	cu. yds.	Excavation for Culverts	$ 1.00	$ 75.00
95	cu. yds.	Class "B" Concrete in Culverts	20.00	1,900.00
8,400	lbs.	Metal Reinforcement	.045	378.00
				$ 2,353.00

Subtotal	$ 35,552.30
10% Engr. & Cont.	3,555.23
Total	$ 39,107.53

Indian Creek Bridge (Sta. 456+55 to 457+15)

66	cu. yds.	Structural Excavation	$ 2.50	$ 165.00
7	cu. yds.	Structural Excavation Below Plans	3.00	21.00
90	cu. yds.	Class "D" Concrete in Bridges	23.00	2,070.00
18,800	lbs.	Metal Reinforcement	.045	846.00
130	lin. ft.	Concrete Handrail	4.25	552.50
				$ 3,654.50

John Day River Bridge (Sta. 462+75 to 464+10)

176	cu. yds.	Structural Excavation	$ 2.50	$ 440.00
15	cu. yds.	Structural Excavation Below Plans	3.00	45.00
205	cu. yds.	Class "D" Concrete in Bridges	23.00	4,715.00
48,000	lbs.	Metal Reinforcement	.045	2,160.00
286	lin. ft.	Concrete Handrail	4.25	1,215.50
				$ 8,575.50

Subtotal	$ 12,230.00
10% Engr. & Cont.	1,223.00
Total	$ 13,453.00

Length of Roadway	3.209 miles
Length of 2 Bridges	.037 mile
Total Length	3.246 miles
Cost per mile, Roadway	$ 12,186.82

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 39,107.53	$ 23,467.00	$ 15,640.53
Bridges	13,453.00	8,073.00	5,380.00
	$ 52,560.53	$ 31,540.00	$ 21,020.53

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

R[illegible]
MAY 6 - [illegible]
[illegible] MISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 4, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 13-B (1), the Fish Creek-Hall Hill Section of the John Day Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief of Bureau.

Concurrence in award will be withheld pending a showing that the right of way for the projects under the contract has been made available.

The lengths of roadway and bridges have been computed to be, respectively, 2.309 miles and .037 mile. Please check and use the correct figures in the project agreement estimate.

Rec'd
submitting
revision plan

The following information is lacking on drawing 6710 for the Indian Creek Bridge; The design information and the foundation material. The design data appears to have been penciled in on the tracing and is not legible on the prints we have. Will you please furnish us five prints of the drawing covering these items.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

ELK CREEK-HALL HILL SECTION

PROJECT NO. FA 13-B(1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 2, 1939

FISH CREEK-HALL HILL SECTION

PROJECT NO. FA 13-B(1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 2, 1939

April 29, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Fish Creek-Hall Hill Section, Project No. FA 13-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department | Federal Aid Project No. 13-B(1)

FISH CREEK-HALL HILL SECTION
OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 29, 1939

Roadway

All Required		Clearing and Grubbing	$ - -	$ 800.00
500	cu. yds.	Trench Excavation	1.00	500.00
49,000	cu. yds.	Common Excavation	.18	8,820.00
27,500	cu. yds.	Solid Rock Excavation	.60	16,500.00
79,000	yd. sta.	Overhaul	.015	1,185.00
26,000	yd. mi.	Truck Haul	.12	3,120.00
3.21	miles	Finishing Roadbed and Slopes	300.00	963.00
10,500	lin. ft.	Rounding Cutbanks	.08	840.00
34	lin. ft.	12" Corr. Iron Pipe	1.00	34.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
120	lin. ft.	48" Corr. Iron Pipe	8.00	960.00
50	lin. ft.	84" Corr. Iron Pipe, Uncoated	14.00	700.00
240	lin. ft.	18" Concrete Pipe	2.00	480.00
180	lin. ft.	24" Concrete Pipe	3.00	540.00
230	lin. ft.	36" Concrete Pipe	5.00	1,150.00
90	lin. ft.	18" Concrete Siphon Pipe	2.25	202.50
160	lin. ft.	Salvaging Culvert Pipe	1.00	160.00
4	cu. yds.	Class "A" Concrete	26.00	104.00
10,600	cu. yds.	Selected Roadbed Topping	.25	2,650.00
8,200	yd. mi.	Hauling Roadbed Topping	.10	820.00
800	cu. yds.	Filler	.30	240.00
1,600	yd. mi.	Hauling Filler	.15	240.00
450	M-gal.	Sprinkling	1.50	675.00
				$ 41,833.50

Culverts

75	cu. yds.	Excavation for Culverts	$ 2.00	$ 150.00
95	cu. yds.	Class "D" Concrete	23.00	2,185.00
8,400	lbs.	Metal Reinforcement	.05	420.00
				$ 2,755.00

Subtotal	$ 44,588
10% Engr. & Cont.	4,458
Total	$ 49,046

Indian Creek Bridge (Sta. 456+55 to 457+12)

66	cu. yds.	Structural Excavation	$ 5.00	$ 330.00
7	cu. yds.	Structural Excavation Below Plans	10.00	70.00
90	cu. yds.	Class "D" Concrete in Bridges	24.00	2,160.00
18,800	lbs.	Metal Reinforcement	.05	940.00
130	lin. ft.	Concrete Handrail	5.00	650.00
				$ 4,150.00

John Day River Bridge (Sta. 462+75 to 464+10)

176	cu. yds.	Structural Excavation	$ 5.00	$ 880.00
15	cu. yds.	Structural Excavation Below Plans	10.00	150.00
205	cu. yds.	Class "D" Concrete in Bridges	24.00	4,920.00
48,000	lbs.	Metal Reinforcement	.05	2,400.00
286	lin. ft.	Concrete Handrail	5.00	1,430.00
				$ 9,780.00

Subtotal	$ 13,930
10% Engr. & Cont.	1,393
Total	$ 15,323

Length of Roadway	3.207 miles
Length of 2 Bridges	.039 mile
Total Length	3.246 miles
Cost per mile, Roadway	$ 15,293

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 49,046	$ 29,434	$ 19,612
Bridges	15,323	9,196	6,127
	$ 64,369	$ 38,630	$ 25,739

2175
FA 13-A-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

February 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 13-A (2), John Day-Fisk Creek Section of the John Day Highway, was made by a representative of this office on January 19, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Senior Highway Engineer

FA 13-A-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 13 193
STATE HIGHWAY COMMISSION

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 13-A (2)
John Day-Fisk Creek Sec.
John Day Highway

October 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By E. J. Caufield
E. J. Caufield
Sr. Highway Engineer

Encls.

Jen

Waypr- 2103

Form P. R. 2

State Oregon

Federal Aid Project No. 13-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of Sept, 1938

by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 25th day of February, 1938, a revised project statement, which was approved by the Secretary on the 10th day of March, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the United States District Engineer on the 4th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Twenty-three thousand, six hundred ninety and 00/100 dollars ($23,690.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 31+50 in John Day and survey station 410+00 in the SW 1/4, Sec. 13, T. 13 S., R. 32 E., W.M., the west end of Section B(1) of said project.

, length 7.177 miles, in Grant County, being Section A(2) of Oregon Federal Aid project No. 13, consisting of 7.177 miles of roadway and no bridges, [illegible] of more than 20 feet clear span.

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

Wherever in this document the
terms "Secretary" or "Secretary of
Agriculture" appear they shall in-
clude or have reference to the Federal
Works Administrator, as the context
requires, to conform to the President's
First Plan on Government Reorganization
under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of Twenty-three thousand, six hundred ninety and 00/100 dollars ($23,690.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Thirty-nine thousand, seven hundred eighty and 17/100 dollars ($39,780.17), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6818

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of SEP 23 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Herman M. Oliver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~S[illegible]~~

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5523

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 12-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $30,790.17 as the total estimated cost of said project, and the sum of $23,690.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 23 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture~~

By W J O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939

U.S. GOVERNMENT PRINTING OFFICE 8—1939

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

VED
AUG 22 1939
MISSION

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 13-A (2)
John Day-Fisk Creek Sec.
John Day Highway.

August 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 5 1939
FOR FILING

FA 13-A-2

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the John Day-Fisk Creek Section, Project No. FA 13-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 13-A(2)

JOHN DAY-FISH CREEK SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 27, 1939

Work Within City of John Day (Sta. 31+50 to 41+24.3)

10	Mgals.	Sprinkling	$ 1.25	$ 12.50
0.18	mile	Preparation of Base	150.00	27.00
10	cu. yds.	Placing Mineral Aggregate	1.50	15.00
10	yds. mi.	Hauling Mineral Aggregate	.10	1.00
6	tons	SC-2 Road Oil in Place	28.00	168.00
		Subtotal		$ 223.50
		10% Engr. & Cont.		22.35
		Total		$ 245.85
		Length	0.184 mile	
		Cost per mile	$ 1,336.14	

Work Outside City (Sta. 41+24.3 to 265+70)

530	cu. yds.	Trench Excavation	$ .90	$ 477.00
2,300	lin. ft.	Perforated Iron Pipe	.75	1,725.00
530	cu. yds.	Gravel Backfill in Drains	1.25	662.50
190	Mgal.	Sprinkling	1.25	237.50
4.25	miles	Preparation of Base	150.00	637.50
190	cu. yds.	Placing Mineral Aggregate	1.50	285.00
590	yd. mi.	Hauling Mineral Aggregate	.10	59.00
134	tons	SC-2 Road Oil in Place	28.00	3,752.00
		Subtotal		$ 7,835.50
		10% Engr. & Cont.		783.55
		Total		$ 8,619.05
		Length	4.251 miles	
		Cost per mile	$ 20,275.34	

Deer Creek-Fisk Creek Section (Sta. 265+70 to Sta. 410+80)

Roadway

All Required		Clearing and Grubbing	$ --	$ 840.00
310	cu. yds.	Trench Excavation	.90	279.00
58,000	cu. yds.	Common Excavation	.19	11,020.00
4,800	cu. yds.	Solid Rock Excavation	.30	1,440.00
66,000	yd. sta.	Overhaul	.01	660.00
11,600	yd. mi.	Truck Haul	.12	1,392.00
2.74	miles	Finishing Roadbed and Slopes	200.00	548.00
15,100	lin. ft.	Rounding Cutbanks	.08	1,208.00
26	lin. ft.	12" Corr. Iron Pipe	.95	24.70
20	lin. ft.	24" Corr. Iron Pipe	2.25	45.00
180	lin. ft.	48" Corr. Iron Pipe	5.90	1,062.00
120	lin. ft.	60" Corr. Iron Pipe	7.20	864.00
530	lin. ft.	18" Concrete Pipe	1.90	1,007.00
100	lin. ft.	24" Concrete Pipe	2.80	280.00
270	lin. ft.	18" Concrete Siphon Pipe	2.60	702.00
220	lin. ft.	Salvaging Culvert Pipe	.50	110.00
22	cu. yds.	Class "A" Concrete	25.00	550.00
9,000	cu. yds.	Selected Roadbed Topping	.20	1,800.00
8,400	yd. mi.	Hauling Roadbed Topping	.15	1,260.00
700	cu. yds.	Filler	.35	245.00
1,400	yd. mi.	Hauling Filler	.10	140.00
400	M-gal.	Sprinkling	1.25	500.00
				$ 25,976.70

Culverts

45	cu. yds.	Excavation for Culverts	$ 1.00	$ 45.00
70	cu. yds.	Class "D" Concrete in Culverts	20.00	1,400.00
9,200	lbs.	Metal Reinforcement	.045	414.00
				$ 1,859.00

Subtotal	$ 27,835.70
10% Engr. & Cont.	2,783.57
Total	$ 30,619.27

Length	2.742 miles
Cost per mile	$ 11,166.76

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
City of John Day	$ 245.85	$ 147.00	$ 98.75
John Day-Oliver Ranch	8,619.05	5,171.00	3,448.05
Dean Creek-Flick Creek	30,619.27	18,372.00	12,247.27
	$ 39,484.17	$ 23,690.00	$ 15,794.07

NON-PARTICIPATING ITEMS

200 cu. yds.	Crushed Gravel in Stockpile	$ 1.48	$ 296.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 8 - 1[illegible]
OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of May 4th relative to Oregon F.A.P. 13-A (2), the John Day-Fisk Creek section of the John Day Highway.

We are now in receipt of advice that the Chief of Bureau has given approval to the use of State-owned stockpiled rock, with Federal funds participating only in the cost of placing on the roadway.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 4, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 13-A (2), the John Day-Fisk Creek Section of the John Day Highway, have today been recommended for approval, This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval by the Chief of Bureau of the small quantity of State-owned stockpiled rock involved.

Concurrence in award will also be withheld pending a showing that the right of way has been made available.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

April 29, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications, and one copy of special provisions for the John Day-Fisk Creek Section, Project No. FA 13-A (2).

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 13-A(2)

JOHN DAY-FISK CREEK SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for Project agreement.)

Salem, Oregon, April 29, 1939

Work Within City of John Day (Sta. 31+50 to 41+24.3)

10	M-gal.	Sprinkling	$ 1.50	$ 15.00
0.18	mile	Preparation of Base	100.00	18.00
10	cu. yds.	Placing Mineral Aggregate	1.10	11.00
10	yd. mi.	Hauling Mineral Aggregate	.15	1.50
6	tons	SC-2 Road Oil in Place	30.00	180.00
			Subtotal	$ 225
			10% Engr. & Cont.	22
			Total	$ 247

Length 0.184 mile

Cost per mile $ 1,342

Work Outside City (Sta. 41+24.3 to 265+70)

530	cu. yds.	Trench Excavation	$ 1.00	$ 530.00
2,300	lin. ft.	Perforated Iron Pipe	.80	1,840.00
530	cu. yds.	Gravel Backfill in Drains	1.00	530.00
190	M-gal.	Sprinkling	1.50	285.00
4.25	miles	Preparation of Base	100.00	425.00
190	cu. yds.	Placing Mineral Aggregate	1.10	209.00
590	yd. mi.	Hauling Mineral Aggregate	.15	88.50
134	tons	SC-2 Road Oil in Place	30.00	4,020.00
			Subtotal	$ 7,927
			10% Engr. & Cont.	792
			Total	$ 8,719

Length 4.251 miles

Cost per mile $ 2,051

Dean Creek-Fisk Creek Section (Sta. 265+70 to Sta. 410+[illegible])

Roadway

All Required	Clearing and Grubbing		$ 650.00
310 cu. yds.	Trench Excavation	$ 1.00	310.00

58,000	cu. yds.	Common Excavation	$ .18	$ 10,440.00
4,800	cu. yds.	Solid Rock Excavation	.60	2,880.00
66,000	yd. sta.	Overhaul	.015	990.00
11,600	yd. mi.	Truck Haul	.12	1,392.00
2.74	miles	Finishing Roadbed and Slopes	300.00	822.00
15,100	lin. ft.	Rounding Cutbanks	.08	1,208.00
26	lin. ft.	12" Corr. Iron Pipe	1.00	26.00
20	lin. ft.	24" Corr. Iron Pipe	3.00	60.00
180	lin. ft.	48" Corr. Iron Pipe	8.00	1,440.00
120	lin. ft.	60" Corr. Iron Pipe	10.00	1,200.00
530	lin. ft.	18" Concrete Pipe	2.00	1,060.00
100	lin. ft.	24" Concrete Pipe	3.00	300.00
270	lin. ft.	18" Concrete Siphon Pipe	2.25	607.50
220	lin. ft.	Salvaging Culvert Pipe	1.00	220.00
22	cu. yds.	Class "A" Concrete	26.00	572.00
9,000	cu. yds.	Selected Roadbed Topping	.25	2,250.00
8,400	yd. mi.	Hauling Roadbed Topping	.10	840.00
700	cu. yds.	Filler	.30	210.00
1,400	yd. mi.	Hauling Filler	.15	210.00
400	M-gal.	Sprinkling	1.50	600.00
				$ 28,287.50

Culverts

45	cu. yds.	Excavation for Culverts	$ 2.00	$ 90.00
70	cu. yds.	Class "D" Concrete in Culverts	23.00	1,610.00
9,200	lbs.	Metal Reinforcement	.05	460.00
				$ 2,160.00

Subtotal	$ 30,447
10% Engr. & Cont.	3,044
Total	$ 33,491

Length	2.742 miles
Cost per mile	$ 12,214

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
City of John Day	$ 247	$ 148	$ 99
John Day-Oliver Ranch	8,719	5,233	3,486
Dean Creek-Fisk Creek	33,491	20,099	13,392
	$ 42,457	$ 25,480	$ 16,977

NON-PARTICIPATING ITEMS

200 cu. yds.	Crushed Gravel in Stockpile	$ 1.48	$ 296.00

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

By [illegible]

[illegible]

[illegible]

[illegible]

JOHN DAY-FISK CREEK SECTION

PROJECT NO. FA 13-A (2)

While negotiation for right of way is in progress, one parcel has not as yet been acquired, nor the right to occupy and use this parcel been secured. It is now believed, however, that the right of way can be made fully available within 14 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 2, 1939

FOR FILING
Const
Projects
Primary

May 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending herewith test reports for the gravels proposed to be used in the gravel topping to be constructed on the John Day-Prairie City Project.

These reports cover all of the deposits proposed to be used except the one at Station 570. The test for this deposit is being run today and a copy of the report will be mailed to you this evening.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

FOR FILING

May 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the 60-inch and 84-inch corrugated iron pipe structure specified for use on the John Day-Prairie City Project (Projects FA 13-A and 13-B).

The 84-inch structure is for a cattle pass at Station 446+40 of Project FA 13-B, the purpose of which is to prevent the driving of stock across the highway. It is not being installed as a right of way consideration.

The 60-inch structures are for culverts at Stations 385+19 and 400+00 of Project FA 13-A.

Corrugated iron pipe is being used in preference to reinforced concrete boxes because of very materially lower costs. Our estimates of comparative costs are as follows:

Culvert on Project FA 13-A:

(1) Per foot cost of pipe:	
60" Corrugated Iron Pipe- - - - - - -	$10.00
(2) Per foot cost of 4' x 5' Concrete Box:	
0.52 cu. yd. Concrete at $23.00 - - -	$11.96
67 lbs. Metal Reinf. at $0.05 - - - -	3.35
Cost per foot of box - - - - - -	$15.31

Cattle Pass on Project FA 13-B:

(1) Per foot cost of Pipe:	
84" Corrugated Iron Pipe- - - - - - -	$14.00

Cattle Pass on Project FA 13-B - Continued:

(2) Per foot cost of 5' x 7' Concrete Box:

0.56 cu. yd. Concrete at $23.00- - - - - -	$12.88
106 lbs. Metal Reinf. at $0.05 - - - - - -	5.30
Cost per foot of box - - - - - - -	$18.18

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Form E-1—6M—3-39

A 14-A-1

O GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 13, 1940

Section John Day-Prairie City

Kind of work Grading, Topping, and Oiling

Highway John Day

Section prefix 12-1010

Contractor E.L. Rigdon

Contract number 2185

Date of contract May 26, 1939

Date of completion March 31, 1940

Date work started June 28, 1939

Estimated date of completion December 31, 1939

Amount of contract $79,361.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $82,363.10

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $6450.00, %

Date project was completed December 31, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The project was completed Dec. 31, 1939

Robert Kellogg and myself worked all week on the final records for this project, and expect to submit the semi-final estimate sometime next week.

NOTED
RAY WEBBER

Signed C. C. Slavens

Address Box 269, Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	Gravel SURFACING Topping	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.17			4.43	
Miles partially completed	0.0			none	
Miles completed	8.17			4.43	
Total estimated quantities	165,000	27,340		136.115	
Estimated quantities moved or placed to date	163,000	27,340		136.115	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED

Form E-30—Revised—3M—4-30

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1940

FA 14-A-1

Subject: Acceptance of Completed Contracts

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work has been completed on the state highway contracts listed below:

Contract No. 2185, with B. L. Rigdon, for grading, topping and oiling on the John Day-Prairie City Section of the John Day Highway in Grant County, was completed on December 31, 1939.

Contract No. 2192, with E. C. Hall Co., for grading, surfacing and oiling on the Silver Lake-Harris Creek Section of the Fremont Highway in Lake County, was completed on October 6, 1939.

Acceptance of the above listed projects by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

cc Mr. J. W. McCallister
Mr. James McFarland

Form H-30—3M—4-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FA 14-A-1

RECEIVED
FOR FILING

RECEIVED
JAN 4 - 19
STATE HIGHWAY COMMISSION

From: C. C. Slavens January 2, 1940

To: W. H. Lynch

Subject: Completion of John Day-Prairie City Section
John Day Highway.

~~Mr. W. H. Lynch~~
~~District Engineer~~
~~Public Roads Administration~~
~~Portland, Oregon~~

Dear Sir:

Work completed December 31, 1939 on the John Day-Prairie City Section of the John Day Highway, F.A. 13-A (2), 13-B (1), and 14-A (2), Contract No. 2165.

Yours truly,

C. C. Slavens
Resident Engineer
John Day, Oregon

NOTED
Asst. State Highway Engineer

cc: R. H. Baldock ✓
H. G. Smith
W. C. Williams
S. N. Probert

#2185

14-A-1

November 27, 1939

West Coast Power Company
404 Terminal Sales Bldg.
Portland, Oregon

Attention: F. G. Barnett, Operating Manager

Gentlemen:

Reply is made to your letter of November 24 in regard to damage that occurred to your property by reason of blasting operations by Contractor E. L. Rigdon at John Day, Oregon.

You inquire whether or not Mr. Rigdon carries public liability insurance or indemnity bond. The only bond that Mr. Rigdon furnished the state was a surety bond which guaranteed the satisfactory completion of the project and protection of claims arising out of the contract. This bond was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson are local agents with offices in the Yeon Building, Portland.

We are not advised as to whether or not Mr. Rigdon carries public liability insurance or property damage insurance but we presume that he does inasmuch as it is customary for contractors to carry such insurance for their own protection. It is our thought that your claim would be protected by the regular bond which as stated above was written by the Aetna Casualty & Surety Company.

Very truly yours,

HDG:AM

Secretary

RECEIVED
NOV 22 1939
STATE HIGHWAY COMMISSION

WESTERN STATES UTILITIES CO.
WEST COAST POWER CO.
CALIFORNIA PUBLIC SERVICE CO.

404 Terminal Sales Building
Portland, Oregon

NOVEMBER 21, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer,
Secretary

Gentlemen:

We have suffered considerable damage from blasting by Contractor E. L. Rigdon at John Day, Oregon to our pole line located on private right-of-way. The contractor apparently is disregarding our right on private right-of-way and we may deem it necessary to institute proper legal action to protect our property.

ANSWERED
H. B. GLAISYER

Please advise us if Mr. Rigdon carries public liability insurance or indemnity bond and advise name of insurance or bonding company.

Yours very truly,

WEST COAST POWER COMPANY
F. G. Barnett
F. G. Barnett, E.E.R.
Operating Manager

REFERRED TO
SECRETARY

5 #11-

14.9-1

September 29, 1939

Mr. John D. Williams
Attorney
Failing Building
Portland, Oregon

Dear Sir:

In response to the request of Mr. Henry F. Cabell, Chairman of the State Highway Commission, I am pleased to advise you as follows in regard to state highway contract No. 2185 for the construction of the John Day-Prairie City Section of the John Day Highway, in Grant County, which contract was awarded to Mr. R. L. Rigdon. This contract calls for grading, topping and oiling work and was awarded on May 26, 1939. The job is not yet completed, in fact the time limit specified in the contract for completion is March 31, 1940.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Henry F. Cabell

Form E-30—Revised—25M—8-30

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
SEP 18 1939
STATE HIGHWAY COMMISSION

FA 11-B-1

LaGrande, Oregon
September 15, 1939

Subject: Condition of road under construction
John Day Hwy, Oliver Ranch-Prairie City Sec.

To: Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

John D. Williams at 8269
[illegible]
wishes
Date of completion
" " settlement
& " Contract Profit 2185,
E. L. Rigdon in Fremont Hy.

...in

...ed
...sure upon
...adequately smooth
...eep erected necessary signs. He
...now and I do not believe we will have any
...ouble with him in this respect.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

Form E-30--Revised--25M--8-38

RECEIVED
SEP 18 1939
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

FA 14-A-1

LaGrande, Oregon
September 15, 1939

Subject: Condition of road under construction
John Day Hwy, Oliver Ranch-Prairie City Sec.

To:
Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

REFERRED TO
RHB
By Asst. State Highway Engineer

NOTED
State Highway Engineer

Dear Sir:

I have made further inspection as to the condition of the John Day Highway between Oliver Ranch and Prairie City, which is being reconstructed by Contractor E. L. Rigdon, and have the following report to make:

The roadway as of September 14 date was in good shape and I consider it about as good as can be done considering the fact that the entire section is under reconstruction. About half of the new grade is open to traffic and on the other half of the section traffic uses the old road. Both the old and new grades have been bladed in good shape, adequate detour and warning signs, including barricades where necessary, have been erected and traffic should have no difficulty in negotiating the section now.

However, as I advised you by phone, the section was not in good condition last week and it required considerable pressure upon the contractor before he could be forced to adequately smooth up the roadway and erect and keep erected necessary signs. He is doing much better now and I do not believe we will have any further trouble with him in this respect.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

RECEIVED
JUN 24 1939
FC

14 A-1

June 23, 1939

Mr. E. L. Rigdon
Route 2, Box 788
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2185 which was awarded to you by the State Highway Commission on May 26, 1939, for the grading, topping, and oiling of the John Day-Prairie City Section of the John Day Highway in Grant County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

RECEIVED
JUN 16 1939
OREGON
STATE HIGHWAY COMMISSION

14

June 14th, 1939.

Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Gentlemen:

RE: Contract No. 2185 -- E. L. Rigdon, Contract.
John Day-Prairie City Section on the John
Day Highway in Grant County, State of Oregon.

We are today mailing you under separate cover by express the above captioned contract in quadruplicate, which has been completed by the above contractor, E. L. Rigdon, and the surety company.

When the same have been approved by the Commissioners, kindly return to us one copy for the completion of our records. You will note that on one of these contracts, Mr. Ridgon overlooked signing the bond. You may return that copy to us for the completion of our records.

We trust that the contracts as received will be found in order.

Very truly yours,

BATES, LIVELY & PEARSON,

By Phil M. Lively
Phil M. Lively,
Manager of the Bond Department.

MAB

cc: G. Cyrus Bishop,
Agent,
Office.

AT *Both* FAIRS YOU ARE INVITED TO VISIT
the Laboratory for Living
SPONSORED BY THE ÆTNA LIFE AFFILIATED COMPANIES

In New York • In the Business Systems and Insurance Building

In San Francisco • In the Hall of Science, near Ferry Entrance

RECEIVED
JUN 9 - 1939
FOR FILING

14-a-1

June 9, 1939

Mr. J. B. Weaver
Resident Engineer
Klamath Falls, Oregon

Dear Mr. Weaver:

Attached hereto is a letter dated May 27, 1939, which was written to Mr. R. L. Rigdon with reference to his contract for the John Day-Prairie City Section, in Grant County. This letter has been returned to this office marked "Unknown".

Will you please see that it is delivered to Mr. Rigdon and please advise him to return the copies of the contract mentioned in the letter to this office at his early convenience. Also please ask Mr. Rigdon to advise us of his permanent address so that we will not have further trouble with his correspondence.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUN 7 - 1939
FOR FILING

14 = a-1

June 7, 1939

Mr. E. L. Rigdon,
Paisley, Oregon

Dear Sir:

I am enclosing the letter which was written to you on May 26 advising you of the award of the contract covering the John Day-Prairie City Section of the John Day Highway. As you will note from the envelope, also enclosed, this letter was unclaimed. Inasmuch as "Klamath Falls" was the address given in your proposal submitted on this job I am at a loss to understand why it was unclaimed. I will appreciate it, therefore, if you will advise me of the correct address to which you wish further correspondence sent.

Yours very truly,

HBG:MC

Secretary

cc E. L. Rigdon,
Barlow, Oregon

RECEIVED
MAY 31 1939
FOR FILING

77-14-G-1

May 27, 1939

Mr. E. L. Rigdon

Klamath Falls, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2185 which was awarded to you on May 26, 1939, for 8.17 miles grading and topping and 4.43 miles oiling on the John Day-Prairie City Section of the John Day Highway, in Grant County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 24 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
AUG 31 1939
FOR FILING

FA 14-A-1

May 26, 1939

Mr. E. L. Higdon
Klamath Falls, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 8.17 miles grading and topping and 4.45 miles of oiling on the John Day-Prairie City Section of the John Day Highway, in Grant County. This award was based on your low bid of $79,361.00 submitted on May 18, 1939.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

HBG:AM

cc - Mr. S. E. Probert
Mr. G. S. Paxson

JS Confirmed

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

54

1217-A

CHECK

ACCT'G INFMN.

TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON MAY 26 1939

E. L. RIGDON

KLAMATH FALLS, OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR JOHN DAY-PRAIRIE CITY SECTION OF JOHN DAY HIGHWAY, GRANT COUNTY, BASED ON YOUR LOW BID SUBMITTED ON MAY 19, 1939. CONTRACT FORMS FOLLOW SHORTLY.

STATE HIGHWAY COMMISSION

H B GLAISYER SECRETARY

2.60

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

M

Office Engineer

Dict. by J. W. Nash/ER

Encl.

FA 14-a-1

May 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of right of way statement each for Project Nos. F. A. 13-A (2), 13-B (1) and 14-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FORM 5-M-1 5M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 2
STATE HIGHWAY COMMISSION

RECEIVED
APR 28 1939
FOR FILING

April 25, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock, Highway Engr.
State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

In compliance with your radio request of today, we are sending you the following located line records on the John Day-Prairie City Section of the John Day Highway:

7 rolls plotted cross-sections
1 book computation sheets
1 working profile.

Very truly yours

W. C. WILLIAMS
Division Engineer

By

C. D. CANNON
Office Engineer

CDC:MA

cc R. H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 18 1939
OREGON
STATE HIGHWAY COMMISSION

April 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith data for the preparation of specifications for the installation of the necessary drain pipe and light oiling of the John Day-Oliver Ranch Section. I am sorry that I have not time to prepare these specifications in detail, but I was tied up in Federal Court in Pendleton all last week and must return there for condemnation trials this date, so request that in this instance you have prepared the detailed special provisions.

Attached tabulation shows the drain pipe requirements, a total of 2175 lineal feet, the installation of which will require 495 cu.yd. of trench excavation and 495 cu.yds of gravel backfill. The drain pipe is to be installed as indicated on the blue print plans I am sending you, it being intended that in most cases they will be installed in the side ditches at a depth of four feet below the bottom of the ditch. This depth may vary as ordered by the engineer. The pay width of the trench in which the pipes are to be installed should not exceed 18 inches. The gravel backfill should be clean gravel obtained from the State-owned gravel pit located adjacent to the highway at station 125. I believe that you should specify spiral welded corrugated iron pipe 8 inches in diameter. The spiral welded type of pipe is satisfactory and considerably cheaper than other pipes.

The light oil prime coat is to be applied between stations 51+50 and 265+70, a total length of 4.45 miles. The oil to be used shall be an SC-2 and the specifications shall be the same as used on the Service Creek-Branson Creek contract, No. 2044, with the following exceptions:

The oil shall be applied to a width of 20 feet. The first application of oil shall be covered immediately after its application with materials secured from a windrow resulting from tight-blading the roadbed. Only half the windrow shall be used for covering the first application of oil and the remaining half of the windrow shall be

FORM 2-M-1 5M 3-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Data for preparation of specifications
for drain pipe installation and light
oiling of the John Day-Oliver Ranch Sec.

used to cover the second application of oil. Should additional aggregates be required, they shall be secured by the contractor from state-owned stockpile located at mile point .47 on the John Day-Burns Highway. Payment for the light oil treatment shall be made for the following bid items and the estimated amounts to be specified are set forth after the bid items:

Preparation of Base	4.43 Mi.	$100.00	$ 443.00
Mineral Aggregate in Place	200 cu.yd.	.90	180.00
Hauling Mineral Aggregate	600 mi.yd.	.10	60.00
*SC-2 Road Oil in Place	140 Tons	27.00	3,780.00
Sprinkling	200 M.Gal	1.50	300.00
Total			$4,763.00
Plus 10% Engineering and Contingencies			476.00
Grand Total			$5,239.00

* 1st application, .35 gal. per sq.yd.
2nd application, .25 gal. per sq.yd.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

FORM 5-11-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
[illegible] 11 [illegible]

April 10, 1939

IN REPLY PLEASE REFER TO FILE NO.

Const
Projects
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
Asst State Highway Engineer

Dear Sir:

I am submitting herewith special provisions, estimate of cost and statement of material sources for the Oliver Ranch-Prairie City Section of the John Day Highway in Grant County.

You will please note that I have decreased the thickness of the gravel topping on this section to five inches for the reason that it appears desirable to construct the top thickness of approximately 3 inches to 4 inches from screened gravel resulting from the contractor's crushing operations in the manufacture of mineral aggregate on the surfacing contract.

You will note that the total cost of the project as now estimated, including the bridges, is only $125,000. This will leave available $25,000 to transfer to other projects or to be added to the surfacing work scheduled for 1940.

I am forwarding to you by express profile tracing, project sketch map, summary and typical section for the project. Some corrections and/or changes have been made on the profile tracingwhich should be taken into consideration when preparing the Federal Aid plans.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 9-H-1 2M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 10, 1939

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 11 1939
COMMISSION

Grant
Project
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith
Construction Engineer

NOTED
Asst. State Highway Engineer

Dear Sir:

We find it necessary to secure more data on the installation of drain tile on the John Day-Oliver Ranch Section. I will, however, be able to submit specifications to you this week for the drainage and prime oiling.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

FORM 5-M-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED

April 10, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Projects
Primary

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing an estimate of cost for the construction of a type B-2 bituminous macadam on the John Day-Prairie City Section of the John Day Highway in Grant County. This estimate is based on the addition of 3" to 4" of screened gravel on the 8.22 mile section between Oliver Ranch and Prairie City and the construction of bituminous macadam only on the section between John Day and Oliver Ranch.

You may not concur in the proposal of reducing the amount of topping in the grading contract and adding the screened gravel to the surfacing contract. I believe, however, that this is the most desirable plan for the following reasons:

It will be necessary for the contractor to manufacture 12,000 cu.yd. of mineral aggregate for the bituminous macadam from gravel. The contractor should be permitted to crush aggregate from material that will be retained on a 2 inch screen. The gravel pits in that locality will average 65% passing a 2 inch screen, so that in the making of 12,000 cu.yd. of aggregate, he will have some 20,000 to 25,000 cu.yd. of waste material. This 2"-0" waste material would permit the construction of a 3" to 4" additional topping course and would work up much smoother than pitrun gravel for the placing of the bituminous. Also, the contractor's prices should be lower if he would receive some compensation for the screened material which would otherwise be a total loss. Approximately 18,000 cu.yd. of screened material would be used for additional topping and 4000 cu.yd. for gravel shoulders.

The estimate for bituminous macadam, including the additional topping, between John Day and Prairie City, is $80,000, but to this project should be added the Prairie City Town section, estimated to cost $17,000.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

FORM 5-H-1 5M 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
MAR 7 - 1939
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 6, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Const.
Project,
Primary

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Since you advised me that the Oliver Ranch-Prairie City project was to be let, in May, I am wondering if the temporary oiling should not be eliminated from the project. I considered the temporary oiling as a practical thing to do when it was planned to let the job last fall, which would have been completed this spring or summer in time to apply the oil.

As it is now, the job can not be completed in time for the light oil application this summer. In the spring of 1940 we should be able to let a contract for the permanent type oil, so that the light oil would be of no special value during the summer of 1940.

For these reasons, I believe we should eliminate the oiling from the present project and if you concur in this belief, please revise the special provisions and estimate of cost accordingly.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

FORM S-A-1 10M 5-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

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FOR FILING

13-G-2

June 28, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
State Highway Engineer

Dear Sir:

Please submit estimates for the oiling of the John Day Highway through the towns of John Day and Prairie City. The surfacing to be the full width of street.

This may also be included in the contract for the oiling of the John Day-Prairie City Section when that comes up.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

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DEC 9 1938
FOR FILING

14-[illegible]-1

June 24, 1938

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

The State Highway Commission on June 14 authorized you to conduct investigations as may be necessary to determine the cost, etc., to oil the John Day Highway, full width, through the towns of John Day and Prairie City; and to conduct a similar investigation for the oiling of the state highways in the town of Prineville.

The Commission also authorized you to include in the contract for the oiling of the John Day-Prairie City Section of the John Day Highway such oiling work in the towns of John Day and Prairie City when that contract comes up for construction.

Very truly yours,

HBG:AM

Secretary

cc - H. G. Smith

CONTRACT# [redacted] 2186

FA 14-4-2 Dean Creek-Prairie City Sec., 1939
#2186 John Day Hwy.

F.A. H[illegible]
2186

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 14-A (2), Hall Hill-Prairie City Section of the John Day Highway ________________, was made by a representative of this office on January 19, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield,
Senior Highway Engineer

FAP 14

RECEIVED
JAN 31

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 30, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to the revised project statement for the Hall Hill-Prairie City Section of John Day Highway, Project No. FAP 14 (Revised), submitted with your January 17th letter.

Before forwarding the project statement to the Regional Office we corrected the designation on the face thereof to read "Project No. 14 (Revised)" instead of "27" as shown by you. The designation "14" is in agreement with your letter of transmittal.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Jon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 14-A (2)
Hall Hill-Prairie City Section
John Day Highway

October 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

WPApr-2132

Form P. R. 2

State Oregon

Federal Aid Project No. 14-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of Sept, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 31st day of August, 1919, a project statement, which was approved by the Secretary on the 30th day of September, 1919, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the United States District Engineer on the 4th day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Twelve thousand, one hundred fifty and 00/100 dollars ($12,150.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

p

WA4pr - 2132

Form P. R. 2

State **Oregon**

Federal Aid Project No. **14-A(2)**

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of Sept, 1939 by and between **the Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the **31st** day of **August**, 19**18**, a project statement, which was approved by the Secretary on the **30th** day of **September**, 19**18**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **A(2)** of said project which were recommended for approval by the United States District Engineer on the **4th** day of **May**, 19**39**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **Twelve thousand, one hundred fifty and 00/100** dollars ($**12,150.00**) as the share of the United States payable under said act on account of Section **A(2)** of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

P

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 582+20 in the SW 1/4 Section 9, T. 13 S., R. 33 E., W.M., the west end of Project 13-B(1), and survey station 696+20 in Prairie City.

, length 2.159 miles, in Grant County, being Section A(2) of Oregon Federal Aid project No. 14, consisting of 2.146 miles of roadway and one bridge~~s, eac~~h of more than 20 feet clear span, 0.013 of a mile in length.

8—2018

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RECEIVED
AUG 24 1939
DISTRICT 1

RECEIVED
AUG 25 1939

RECEIVED
AUG 28 1939
DISTRICT 1

RECEIVED
SEP 14 1939
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

Wherever in this document the
terms "Secretary" or "Secretary of
Agriculture" appear they shall in-
clude or have reference to the Federal
Works Administrator, as the context
requires, to conform to the President's
First Plan on Government Reorganization
under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of Twelve thousand, one hundred fifty and 00/100 dollars ($ 12,150.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Twenty thousand, two hundred forty-two and 20/100 dollars ($ 20,242.20), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of SEP 23 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 14-A(2), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 20,262.20 as the total estimated cost of said project, and the sum of $ 12,150.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of SEP 23 1939

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall in [illegible] to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization [illegible]

FAP 14-A-2

Salem, Oregon
September 13, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Hall Hill-Prairie City Section, Project No. FA 14-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 29 1939
STATE HIGHWAY COMMISSION

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. FAP 14-A (2)
Hall Hill-Prairie City Sec.
John Day Highway

August 28, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 5 1939
FOR FILING

FA 14 - A - 2

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Hall Hill-Prairie City Section, Project No. FA 14-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 14-A (2)

HALL HILL-PRAIRIE CITY SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 27, 1939

Work Outside City (Sta. 580+00 to 688+24.6)

Roadway

All Required		Clearing and Grubbing	$ - -	$ 621.00
170	cu. yds.	Trench Excavation	.90	153.00
11,900	cu. yds.	Common Excavation	.19	2,261.00
400	cu. yds.	Solid Rock Excavation	.30	120.00
16,000	yd. sta.	Overhaul	.01	160.00
10,400	yd. mi.	Truck Haul	.12	1,248.00
2.03	miles	Finishing Roadbed and Slopes	200.00	406.00
2,800	lin. ft.	Rounding Cutbanks	.08	224.00
140	lin. ft.	12" Corr. Iron Pipe	.95	133.00
90	lin. ft.	18" Corr. Iron Pipe	1.45	130.50
320	lin. ft.	18" Concrete Pipe	1.90	608.00
50	lin. ft.	36" Concrete Pipe	7.00	350.00
90	lin. ft.	Salvaging Culvert Pipe	.50	45.00
6,700	cu. yds.	Selected Roadbed Topping	.20	1,340.00
5,800	yd. mi.	Hauling Roadbed Topping	.15	870.00
450	cu. yds.	Filler	.35	157.50
900	yd. mi.	Hauling Filler	.10	90.00
120	M-gal.	Sprinkling	1.25	150.00
				$ 9,067.00

Culverts

45	cu. yds.	Excavation for Culverts	$ 1.00	$ 45.00
60	cu. yds.	Class "D" Concrete in Culverts	20.00	1,200.00
8,000	lbs.	Metal Reinforcement	.045	360.00
				$ 1,605.00

Subtotal	$10,672.00
10% Engr. & Cont.	1,067.20
Total	$11,739.20

Length	2.027 mile
Cost per mile	$ 5,791.41

Work Within Prairie City (Sta. 689+24.6 to 696+20)

Roadwork

All Required		Clearing and Grubbing	$ - -	$ 37.00
10	cu. yds.	Trench Excavation	.90	9.00
8,700	cu. yds.	Common Excavation	.19	1,653.00
2,300	cu. yds.	Solid Rock Excavation	.30	690.00
5,500	yd. sta.	Overhaul	.01	55.00
0.12	mile	Finishing Roadbed and Slopes	200.00	24.00
600	lin. ft.	Rounding Cutbanks	.08	48.00
50	lin. ft.	18" Concrete Pipe	1.90	95.00
450	cu. yds.	Selected Roadbed Topping	.20	90.00
400	yd. mile	Hauling Roadbed Topping	.15	60.00
30	cu. yds.	Filler	.35	10.50
60	yd. mi.	Hauling Filler	.10	6.00
20	M-gal.	Sprinkling	1.25	25.00
			Subtotal	$ 2,802.50
			10% Engr. & Cont.	280.25
			Total	$ 3,082.75

Dixie Creek Bridge

78	cu. yds.	Structural Excavation	$ 2.50	$ 195.00
8	cu. yds.	Structural Excavation Below Plans	3.00	24.00
125	cu. yds.	Class "D" Concrete in Bridges	23.00	2,875.00
26,200	lbs.	Metal Reinforcement	.045	1,179.00
154	lin. ft.	Concrete Handrail	4.25	654.50
			Subtotal	$ 4,927.50
			10% Engr. & Cont.	492.75
			Total	$ 5,420.25

Length of Roadway	0.119 mile
Length of Bridge	0.013 mile
Total Length	0.132 mile
Cost per mile, Roadway	$ 25,905.46

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Outside City			
Roadwork	$ 11,739.20	$ 7,046.00	$ 4,693.20
Work Within Prairie City			
Roadwork	3,082.75	1,850.00	1,232.75
Bridge	5,420.25	3,254.00	2,166.25
	$ 20,242.20	$ 12,150.00	$ 8,092.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 6 - 1939
COMMISSION

May 4, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 14-A (2), the Hall Hill-Prairie City section of the John Day Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending a showing that the right of way for all the projects under the contract has been made available.

Please note the corrections made in the enclosed copy of the preliminary estimate.

We have checked the plans for the Dixie Creek Bridge and find minor changes are necessary as follows:

The design data for continuous spans should be shown on the plan. The foundation material should also be noted. We note that the main bracket steel is bent to follow the curb line. We do not believe this is intended and suggest that the right angle bend be eliminated.

The standard rail plan notes specify a maximum spacing of posts of 10' center to center. The posts on this bridge are 11'6" centers. According to our calculations the rail, figured continuous with a coefficient of 1/10 wl^2 is satisfactory and we are recommending approval on this basis.

Will you please furnish us five prints of revised drawings covering these items.

Rec'd as submitting revised plan.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encl.

BALD HILL-PRAIRIE CITY SECTION

PROJECT NO. FA 14-A(2)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 2, 1939

April 29, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Hall Hill-Prairie City Section, Project No. FA 14-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 14-A(2)

HALL HILL-PRAIRIE CITY SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 29, 1939

Work Outside City (Sta. 582+20 to 689+24.6)

Roadway

All Required		Clearing and Grubbing	$ - -	$ 500.00
170	cu. yds.	Trench Excavation	1.00	170.00
11,900	cu. yds.	Common Excavation	.18	2,142.00
400	cu. yds.	Solid Rock Excavation	.60	240.00
16,000	yd. sta.	Overhaul	.015	240.00
10,400	yd. mi.	Truck Haul	.12	1,248.00
2.03	miles	Finishing Roadbed and Slopes	300.00	609.00
2,800	lin. ft.	Rounding Cutbanks	.08	224.00
140	lin. ft.	12" Corr. Iron Pipe	1.00	140.00
90	lin. ft.	18" Corr. Iron Pipe	2.00	180.00
320	lin. ft.	18" Concrete Pipe	2.00	640.00
50	lin. ft.	36" Concrete Pipe	5.00	250.00
90	lin. ft.	Salvaging Culvert Pipe	1.00	90.00
6,700	cu. yds.	Selected Roadbed Topping	.25	1,675.00
5,800	yd. mi.	Hauling Roadbed Topping	.10	580.00
450	cu. yds.	Filler	.30	135.00
900	yd. mi.	Hauling Filler	.15	135.00
120	M-gal.	Sprinkling	1.50	180.00
				$ 9,378.00

Culverts

45	cu. yds.	Excavation for Culverts	$ 2.00	$ 90.00
60	cu. yds.	Class "D" Concrete in Culverts	23.00	1,380.00
8,000	lbs.	Metal Reinforcement	.05	400.00
				$ 1,870.00

Subtotal	$ 11,248
10% Engr. & Cont.	1,124
Total	$ 12,372

Length	2.027 mile
Cost per mile	$ 6,103

Work Within Prairie City (Sta. 689+24.6 to 696+20)

Roadwork

All Required		Clearing and Grubbing	$ - -	$ 50.00
10	cu. yds.	Trench Excavation	1.00	10.00
8,700	cu. yds.	Common Excavation	.18	1,566.00
2,300	cu. yds.	Solid Rock Excavation	.60	1,380.00
5,500	yd. sta.	Overhaul	.015	82.50
0.12	mile	Finishing Roadbed and Slopes	300.00	36.00
600	lin. ft.	Rounding Cutbanks	.08	48.00
50	lin. ft.	18" Concrete Pipe	2.00	100.00
450	cu. yds.	Selected Roadbed Topping	.25	112.50
400	yd. mi.	Hauling Roadbed Topping	.10	40.00
30	cu. yds.	Filler	.30	9.00
60	yd. mi.	Hauling Filler	.15	9.00
20	M-gal.	Sprinkling	1.50	30.00
		Subtotal		$ 3,473
		10% Engr. & Cont.		347
		Total		$ 3,820

Dixie Creek Bridge

78	cu. yds.	Structural Excavation	$ 5.00	$ 390.00	
8	cu. yds.	Structural Excavation Below Plans	10.00	80.00	
125	cu. yds.	Class "D" Concrete in Bridges	24.00	3,000.00	
26,200	lbs.	Metal Reinforcement	.05	~~13,100.00~~	1310.00
154	lin. ft.	Concrete Handrail	5.00	770.00	
		Subtotal		~~$ 17,340~~	5550.00
		10% Engr. & Cont.		~~1,734~~	555.00
		Total		~~$ 19,074~~	6105.00

Length of Roadway	0.119 mile
Length of Bridge	0.013 mile
Total Length	0.132 mile
Cost per mile, Roadway	$ 32,100

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Outside City			
Roadwork	$ 12,372	$ 7,423	$ 4,949
Work Within Prairie City			
Roadwork	3,820	2,292	1,528
Bridge	~~19,074~~ 6105.	~~11,445~~ 3660.	~~7,629~~ 2445.
	~~$ 35,266~~ 22297.	~~$ 21,160~~ 13375.	~~$ 14,106~~ 8922.

Oregon State Highway Department Federal Aid Project No. 14-A(2)

HALL HILL-PRAIRIE CITY SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 29, 1939

Work Outside City (Sta. 582+20 to 689+24.6)

Roadway

All Required		Clearing and Grubbing	$ - -	$ 500.00
170	cu. yds.	Trench Excavation	1.00	170.00
11,900	cu. yds.	Common Excavation	.18	2,142.00
400	cu. yds.	Solid Rock Excavation	.60	240.00
16,000	yd. sta.	Overhaul	.015	240.00
10,400	yd. mi.	Truck Haul	.12	1,248.00
2.03	miles	Finishing Roadbed and Slopes	300.00	609.00
2,800	lin. ft.	Rounding Cutbanks	.08	224.00
140	lin. ft.	12" Corr. Iron Pipe	1.00	140.00
90	lin. ft.	18" Corr. Iron Pipe	2.00	180.00
320	lin. ft.	18" Concrete Pipe	2.00	640.00
50	lin. ft.	36" Concrete Pipe	5.00	250.00
90	lin. ft.	Salvaging Culvert Pipe	1.00	90.00
6,700	cu. yds.	Selected Roadbed Topping	.25	1,675.00
5,800	yd. mi.	Hauling Roadbed Topping	.10	580.00
450	cu. yds.	Filler	.30	135.00
900	yd. mi.	Hauling Filler	.15	135.00
120	M-gal.	Sprinkling	1.50	180.00
				$ 9,378.00

Culverts

45	cu. yds.	Excavation for Culverts	$ 2.00	$ 90.00
60	cu. yds.	Class "D" Concrete in Culverts	23.00	1,380.00
8,000	lbs.	Metal Reinforcement	.05	400.00
				$ 1,870.00

Subtotal	$ 11,248
10% Engr. & Cont.	1,124
Total	$ 12,372

Length	2.027 mile
Cost per mile	$ 6,103

Work Within Prairie City (Sta. 689+24.6 to 696+20)

Roadwork

All Required		Clearing and Grubbing	$ - -	$ 50.00
10	cu. yds.	Trench Excavation	1.00	10.00
8,700	cu. yds.	Common Excavation	.18	1,566.00
2,300	cu. yds.	Solid Rock Excavation	.60	1,380.00
5,500	yd. sta.	Overhaul	.015	82.50
0.12	mile	Finishing Roadbed and Slopes	300.00	36.00
600	lin. ft.	Rounding Cutbanks	.08	48.00
50	lin. ft.	18" Concrete Pipe	2.00	100.00
450	cu. yds.	Selected Roadbed Topping	.25	112.50
400	yd. mi.	Hauling Roadbed Topping	.10	40.00
30	cu. yds.	Filler	.30	9.00
60	yd. mi.	Hauling Filler	.15	9.00
20	M-gal.	Sprinkling	1.50	30.00
			Subtotal	$ 3,473
			10% Engr. & Cont.	347
			Total	$ 3,820

Dixie Creek Bridge

78	cu. yds.	Structural Excavation	$ 5.00	$ 390.00
8	cu. yds.	Structural Excavation Below Plans	10.00	80.00
125	cu. yds.	Class "D" Concrete in Bridges	24.00	3,000.00
26,200	lbs.	Metal Reinforcement	.05	13,100.00
154	lin. ft.	Concrete Handrail	5.00	770.00
			Subtotal	$ 17,340
			10% Engr. & Cont.	1,734
			Total	$ 19,074

Length of Roadway	0.119 mile
Length of Bridge	0.013 mile
Total Length	0.132 mile
Cost per mile, Roadway	$ 32,100

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Outside City			
Roadwork	$ 12,372	$ 7,423	$ 4,949
Work Within Prairie City			
Roadwork	3,820	2,292	1,528
Bridge	19,074	11,445	7,629
	$ 35,266	$ 21,160	$ 14,106

RECEIVED
JAN
FOR FILING

#2186

14-14-4-2

January 8, 1940

Fidelity & Deposit Company of Maryland,
Xlarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2186, for the construction of bridges over John Day River and others, near Prairie City on the John Day Highway in Grant County, has been completed by the contractors, Edlefsen-Weygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 18, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $20,902.48, including the final payment. Of this amount $36.34 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 24 1939
[illegible]

14-a-2

June 23, 1939

EDLEFSEN-WEYGANDT COMPANY
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2186 which was awarded to you on May 26, 1939, by the State Highway Commission for the construction of [illegible] bridges over the John Day River and other streams, near Prairie City, on the John Day Highway, in Grant County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Bridge Dept.

RECEIVED
JUN 2 - 1939
FOR FILING

14-a-2
#2186

June 1, 1939

EDLEFSEN-WEYGANDT COMPANY
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2186 which was awarded to you by the State Highway Commission on May 26, 1939, covering the construction of bridges over the John Day River and other streams on the John Day Highway, in Grant County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done an executed copy will be returned to you for your records and files. We will also send a fully executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS (page 7) relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Bridge Department

RECEIVED
AUG 31 1939
FOR FILING

FG 14-A 2

May 26, 1939

Idlefsen-Weygandt Co.
Box 5628
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for construction of three bridges and one culvert and extensions to seven culverts on the Dean Creek-Prairie City Section of the John Day Highway, in Grant County. This award was based on your low bid of $22,974.80 submitted on May 19, 1939.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

HBG:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON MAY 26 1939

EDLEFSEN-WEYGANDT COMPANY
~~BOX 5626~~ 9233 N. Calvert
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF BRIDGES AND EXTENSIONS TO CULVERTS ON DEAN CREEK-PRAIRIE CITY SECTION OF JOHN DAY HIGHWAY, IN GRANT COUNTY, BASED ON YOUR LOW BID SUBMITTED MAY 19, 1939. CONTRACT FORMS FOLLOW SHORTLY

OREGON STATE HIGHWAY COMMISSION
H B GLAISYER SECRETARY

File

RIGHTS OF WAY FOR JOHN DAY PRAIRIE CITY

WITH YOUR CONCURRENCE WE WILL TODAY AWARD CONTRACTS AS FOLLOWS STOP GRADING PROJECT TO E. L. RIGDON STOP BRIDGE AND CULVERT PROJECT TO EDLEFSEN-WEYGANDT COMPANY

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(25)

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

Received at

PRH105 46 GOVT DL=H PORTLAND ORG 26 311P

MAY 26 PM 4 25

R H BALDOCK=

STATEHIGHWAY ENGINEER

RETEL TODAY JOHNDAY PRAIRIECITY SECTION JOHNDAY HIGHWAY OREGON FEDERAL AID PROJECTS 13-A(2), 13-B(1) AND 14-A(2) WE TODAY CONCUR IN AWARD OF GRADING PROJECT TO E L RIGDON LOW BIDDER AND BRIDGE AND CULVERT PROJECT TO EDLEFSEN WEYGANDT COMPANY LOW BIDDER=

ANDREWS.

13-A(2) 13-B(1) 14-A(2).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RIGHTS OF WAY FOR JOHN DAY PRAIRIE CITY PROJECTS ARE NOW ACQUIRED AND WITH YOUR CONCURRENCE WE WILL TODAY AWARD CONTRACTS AS FOLLOWS STOP GRADING PROJECT TO E. L. RIGDON STOP BRIDGE AND CULVERT PROJECT TO EDLEFSEN-WEYGANDT COMPANY

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MAY 26, 1939

MR. W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

RIGHTS OF WAY FOR JOHN DAY PRAIRIE CITY PROJECTS ARE NOW ACQUIRED AND WITH YOUR CONCURRENCE WE WILL TODAY AWARD CONTRACTS AS FOLLOWS STOP GRADING PROJECT TO E. L. RIGDON STOP BRIDGE AND CULVERT PROJECT TO EDLEFSEN-WEYGANDT COMPANY

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

14-a-2

May 8, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed fifteen copies of revised special provision pages 1 and 16 for the John Day-Prairie City Section, Projects Nos. FA 13-A(2), 13-B(1) and 14-A(2). Likewise, are enclosed copies of the letter sent to ~~prospective~~ bidders, explaining the changes in the revised pages.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FORM 5-A-4 10M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 14 1938
FOR FILING
14-9-2

July 13th, 1938

Mr. [illegible] Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Mr. Paxson has sent you the estimates of the bridges on the east unit of the John Day-Prairie City Section.

If there is not sufficient in the $150,000 to complete the grading and topping from Hardy Ranch to Prairie City, please give consideration to the elimination of the John Day River bridge which can be contracted from 1940 funds.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 13 1938
FOR FILING

Const.
Projects
[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

July 12, 1938

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith estimates on the structures in the east unit of the John Day-Prairie City Section of the John Day Highway in Grant County.

1. Indian Creek. 3-19' frame trestle composite spans from Station 456/40 to 456/97. Cost $5,481.

2. John Day River Bridge. 135 lineal feet of concrete viaduct from Station 462/85 to 464/20. Cost $14,340.

3. Dixie Creek. 3-23' composite frame trestles from Station 692/25 to 692/94. Cost $5,327.

4. Bear Creek. 8x10 concrete box culvert at Station 521/10. Cost $2,482.

Total estimated cost of all structures on this section $27,630.

These estimates are based on 26' roadway with 3½' sidewalks for the structures and a grade width of 34' on the box culvert. The estimates include 10 per cent for contingencies and 10 per cent for engineering.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
W. C. Williams
C. A. Chase

NOTED
State Highway Engineer

CONTRACT #2187

103-1017 Oiling Project, Div.#1 1939
Clackamas, Washington & Yamhill

2187

RECEIVED
JAN 22 1940

#2187

UNITED STATES FIDELITY AND GUARANTY COMPANY

103-1017

January 22, 1940

United States Fidelity & Guaranty Company,
1112 Bedell Building,
Portland, Oregon.

Attention: Mr. Raymond C. Weiss.

Gentlemen:

Reference is made to your letter of January 20th concerning financial statement of R. O. Dail & Warren Brothers, Inc.

You are advised that we have checked our records and find that on November 30, 1939, the Highway Commission, owed the above firm $647.48.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

January 20, 1940

Oregon State Highway Commission
Salem, Oregon

Re: R. O. Dail & Warren Bros. Inc.
Portland, Oregon

Gentlemen:

We have a financial statement of R. O. Dail & Warren Bros. Inc., 8919 S. E. Foster Road, Portland, Oregon, as of November 30, 1939.

Mr. R. O.Dail, president of this corporation, through his signature to this statement has granted to any individual, firm or corporation the right to furnish this company with any information concerning the financial condition, credit or manner of meeting obligations of R. O.Dail & Warren Bros. Inc.

The statement which we have in our possession shows that you owed this concern $647.48 at that time. Is this correct?

We enclose a stamped, self-addressed envelope for your convenience in replying and want to thank you for your kindness.

#2187 - Clark & Wood & [illegible]

Yours very truly,

Dec. 23 -

Raymond C. Weiss
Supt. Surety Dept.

RCW:LK
Encl.

Jim
prepare reply
HHB

F—104

August 17, 1939

NOTED

COST ANALYSIS-FINAL REPORT

Contract #2187 **Prefix 103-1017**

103 - 1017

Division No. 1 Oiling Project
Clackamas, Washington & Yamhill Counties
R. O. Dail & Warren Bros. Contractors
H. C. Broadwell Re. Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Colton-Springwater Section					
Preparation of Base	$535.83	8.51 Mile	$62.96	$250.00	$2,127.50
3/4" - 0" Cr. Cover Material	2,079.98	491 Cu. Yd.	4.23	3.60	1,767.60
SC-2 Road Oil	3,746.53	249.39 Tons	15.02	15.45	3,853.08
Laurel Road - Scholls Section					
Cr. Rock in Base	6,973.61	2,777.5 Cu.Yd.	2.51	2.50	6,943.75
Sprinkling	348.80	328.9 M-Gal	1.06	1.75	575.58
Preparation of Base	133.56	2.3 Mile	58.07	100.00	230.00
Min. Agg. in Place	3,465.69	1,039 Cu. Yd.	3.345	1.00	1,039.00
RC - 3 Road Oil	381.38	24.83 Tons	15.36	17.20	427.42
Tar in Place	1,606.81	108.13 "	14.86	15.00	1,621.95
Valley View - Sunnycrest Section					
Preparation of Base	152.94	3.6 miles	42.48	195.00	702.00
3/4" - 0" Cr. Cover Material	623.51	198 Cu. Yd.	3.15	3.85	762.30
SC - 2 Road Oil	1,324.25	103.89 Tons	12.75	14.75	1,532.38
	$21,355.49				$21,582.56

Gross Revenue	$21,582.56
Total Cost	21,372.89
Net Profit	$ 209.67

Net Profit Equals 1.0% of Gross Revenue

Division No. 1 Oiling

Detail of Cost

Labor:

Supervision (Fullerton, Supt.)	$250.00	
Labor	2,240.56	
S.I.A.C. Ins. 4%	99.62	
S.S. & Unempl. Ins. 3%	67.21	
		$2,657.39

Materials:

SC 2 Road Oil 353.28 Ton at $7.75 at Willbridge	$2,737.92	
RC - 3 " " 24.83 Tons at $9.50 " " heated and loaded in Transports	235.89	
Gasco Tar 108.13 Tons at $9.00 at Gasco heated and loaded in Transports	973.17	
Freight to Mollala 249.39 Tons at 0.085 per cwt.	421.87	
" " Newberg 103.89 Tons	128.43	
3/4"-0" Crushed Gravel 389 C. Y. at $1.00 in Bunkers at Oregon City	389.00	
3/4" - 0" Cr. Rock 54 C. Y. at $1.00 in Bunkers at Barton	54.00	
3/4"-0" Cr. Gravel 48 C. Y. at $1.50 in S. P. at Mollala	72.00	
3/4"-0" " " 135 C. Y. at $1.00 in Bunkers at McVey Plant	135.00	
3/4"-0" " Rock 63 C. Y. at $1.00 in S. P. at Rex	63.00	
Mineral Aggregate 1,039 C. Y. at $2.40 in S. P. at Scholls	2,493.60	
Cr. Base Rock 2777.5 C. Y. at $2.40 on road at Scholls	6,666.00	$14,369.88

Equipment Rental & Misc. Supplies

Equipment Rental Owned (including repairs)	$1,643.00	
Rented Equipment	427.02	
Hired Trucks	454.10	
Hired Water Truck	328.90	
Gas, Oil & Grease	735.15	
Misc. Small Tools & Supplies	40.81	
Moving Expense	60.00	
Office Expense	37.45	
General Overhead 2% of Total Cost	403.37	
Bond 1% of Gross Revenue	215.82	
		4,345.62
Total Cost		$21,372.89

Division No. 1 Oiling

Breakdown of Oiling Costs

Colton - Springwater

	Cost	Tons of Oil	Cost Per ton	
Heating	$322.55	249.39	$1.294	
Hauling	213.70	"	0.856	=$0.07 per
Spreading	506.85	"	2.03	Ton Mile
Supv., Traffic, Bond & Overhead	348.79	"	1.39	
Cost of Placing Oil	$1,391.89	249.39	5.57	
Cost of SC-2 Oil	$1,932.77	249.39	$7.75	
Freight to Mollala at 0.085 per.cwt.	421.87	"	1.70	
Heat, Haul & Spread	1,391.89	"	5.57	
	$3,746.53	249.39	$15.02	

Laurel - Schools

	Cost	Tons of Oil	Cost Per ton
Hauling	$281.57	132.96 Tons	$2.118
Spreading	370.29	"	2.784
Supv., Traffic, Bond & Overhead	1,127.30	"	0.958
	$779.60	132.96	$5.86
Gasco Tar at Gasco	$973.17	108.13	$9.00
			5.86
			$14.86
RC - 3 at Willbridge	$235.89	24.83	$9.50
			5.86
			$15.36

Valleyview - Sunnyside

	Cost	Tons of Oil	Cost Per ton
Heating	$59.03	103.89	$0.568
Hauling	79.03	"	0.76
Spreading	127.96	"	1.232
Supv. Traffic, Bond & Overhead	124.66	"	1.20
	$390.68	103.89	$3.76
SC - 2 Road Oil	$805.15	103.89	$7.75
Frt. to Newberg	128.42	"	1.24
Heat, Haul & Spread	390.68		3.76
Total Cost	$1,324.25	103.89	$12.75

Division No. 1 Oiling

REMARKS:

This contract was bid on June 6th, 1939, the contractor started work on June 24 and completed on July 31st.

The contractor started on the Cotton-Springwater section on June 29th and completed there on July 13th. The oil was shipped to Mollala 8 miles from the south end of the job. The 3/4" - 0" cover material was secured from the Mowray plant at Oregon City and from Clackamas County plants at Barton and the Mollala River.

The Laurel - Scholls section was surfaced with rock brought from the Saxton - Looney plant at Rockton and the average haul was 18.5 miles. The tar and RC-3 road oil were hauled direct to the job from Willbridge by 4 transport trucks. The mineral aggregate was hauled from the Ross Island Sand & Gravel Co. in Portland.

The SC-2 road oil for the Valley View-Sunnycrest Section was shipped to Newberg and hauled an average of 4.4 miles. Crushed gravel used for the cover material was bought at the McVey plant near Newberg and hauled by the Contractor. Some additional crushed rock was purchased from the Mt. States Construction Co. at a stock pile near the Rex Hill quarry.

The contractor used a 1,000 gal. distributor and a 3/8 yd. shovel mounted on a truck was used for loading rock from the stock piles. The work was well handled but due to a mistake on the bid for the mineral aggregate on the Laurel - Scholls section the total job shows a very small profit.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
AUG 15 1939
FOR FILING

103-1017

August 14, 1939

United States Fidelity & Guaranty Company,
H. E. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2187, for the construction of the Division No. 1 Oiling Project on three Secondary Highways in Clackamas, Washington and Yamhill Counties, has been completed by the contractors, R. O. Dail & Warren Bros., Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 24, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $21,562.56, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—7-38

O GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5, 193 5

Section Division No. 1 Oiling Project

Kind of work Surfacing & Oiling

Highway State Secondary

Section prefix 103-1017

Contractor R.O.Dail & Warren Bros.

Contract number 2187

Date of contract June 6, 193 9

Date of completion August 31, 1939

Date work started June 24, 193 9

Estimated date of completion July 31, 1939

Amount of contract $ 21,383.50

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering $ 21,582.56

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1,237.94, 96 %

Date project was completed July 31, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

LAUREL ROAD-SCHOLLS SECTION

Worked 1 day blading on the shoulders, finishing the project July 31.

Mr. Collier and myself over job Tuesday.

Sent the Semi-Final Estimate in August 3.

NOTED
RAY WEBB

Signed W. O. Broadwell

Address 8200 SE. McLoughlin Blv'd. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.33		14.63	
Miles partially completed					
Miles completed		2.33		14.63	
Total estimated quantities		4,380 cy		508 tons	
Estimated quantities moved or placed to date		4,505.5 cy		486.26 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		-			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						1	1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form E-20—25M—6-26

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

103-1017

From: H. C. Broadwell

To: S. H. Probert

Subject: Overruns Division No. 1 Oiling Project, Contract 2187

Dear Sir:

The over run of 3/4"-0" Crushed Cover Material was caused by not having enough rock on grade at time of Oiling second shot to blade into windrows for second cover.

Very truly yours,

H C Broadwell

H. C. Broadwell
Resident Engineer

Over run Springwater-
Colton section. Extra
material order by
Collier.
L

NOTED

cc Mr. E. A. Collier

Fw

RECEIVED
JUN 24 1939
F[illegible]

103-1017

June 23, 1939

R. O. DAIL & WARREN BROS., INC.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2187 which was awarded to you by the State Highway Commission on June 6, 1939, for Division No. 1 Oiling Project on state secondary highways in Clackamas, Washington, and Yamhill Counties.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 24 1939
FO

103-1017

June 23, 1939

UNITED STATES FIDELITY & GUARANTY COMPANY
H. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts:

Contract No. 2189, which was awarded to Morris Bros. by the State Highway Commission on June 6, 1939, for the Mt. Vernon-Weston-Service Creek Oiling Project on state highways in Grant, Umatilla, and Wheeler Counties.

Contract No. ✓ 2187, which was awarded to R.O. Dail & Warren Bros. by the State Highway Commission on June 6, 1939, for the Division No. 1 Oiling Project on state secondary highways in Clackamas, Washington, and Yamhill Counties.

Inasmuch as you are the surety for both of these confactors, you are being given these executed copis of the contracts for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
JUN 9 - 1939

103-1017

June 9, 1939

R. O. DAIL & WARREN BROS., INC.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2187 which was awarded to you on June 6, 1939, by the Oregon State Highway Commission, covering the surfacing and oiling work in the Division No. 1 Oiling Project on state secondary highways in Clackamas, Washington, and Yamhill Counties.

Will you kindly execute all four copies of this contract and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed GENERAL PROVISIONS relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page No. 25 of the mimeographed SPECIAL PROVISIONS, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 7 - 1939
FOR FILING

103-1017

June 7, 1939

R. G. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

The State Highway Commission on June 6, 1939, awarded you the contract for 2.33 miles of surfacing and 14.63 miles oiling on three secondary highways, in Clackamas, Washington and Yamhill Counties. This award was based on your low bid of $21,383.50, using tar, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FORM B-6-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
MAR 14 1939
OREGON
STATE HIGHWAY COMMISSION

103-1017

March 13, 1939

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: M. G. Smith

Dear Sir:

Herewith letter from the Clackamas County Court offering to furnish crushed rock at their Barton quarry for $1.00 per cubic yard for the 13,000 yards of base rock required and $1.10 per cubic yard for the 1,450 cu. yds. of oil rock required.

I suggest that these figures and the method of payment to the County and whether the material is in bunkers or stockpile and the rate of delivery be all left for negotiation between the contractor and the County and that we do not show any additional information in our proposal to that which I sent in a week ago. In other words, handle the possibility of the County furnishing the rock in the same manner as it was handled last year.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM S-S-1

COPY

CLACKAMAS COUNTY

Office of the County Court
Oregon City, Oregon

March 10, 1939

State Highway Commissio,
Milwaukie, Oregon

Attn. Mr. Frank Young

Gentlemen:

We herewith submit the following prices for base rock and oil rock to be used on Market Road #3:

App. 8900 yds. 3 1/2" to 2" - $1.00 per yd.
" 4100 yds. 3/4" to 0" - $1.00 per yd.
" 800 yds. 3/4" to 1/2" - 1.10 " " (oil rock)
" 400 yds. 1/2" to 1/2" - 1.10 " " (oil rock)
" 250 yds. 1/4" to 0" - 1.10 " " (oil rock)

Respectfully

CLACKAMAS COUNTY COURT

E. L. Pope
Judge

K. L. McFarlane
Commissioner

Commissioner

CONTRACT #2180

4-1032 Elsie-Balm Grove Section
Wolf Creek Hwy. & County Rds. 1939

2188

R.H. Baldock

FINAL COST ANALYSIS

Elsie-Balm Grove
Contract No. 2188

Wolf Creek Highway & County Roads
Prefix 4-1032

4-1032

J. C. Compton, Contractor
J. C. Chapman, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
		Elsie-Nehalem River			
Preparation of Base	$128.28	2.4 mile	$53.49	$100.00	$240.00
Placing Cover Material	213.68	513 cu. yd.	0.42	0.70	359.10
Hauling " "	465.09	2,137 yd. mi.	0.22	0.12	256.44
Tar in Place	901.85	49.75 tons	18.13	18.50	920.38
SC-6 Road Oil	580.20	27.75 "	20.91	21.00	582.75
		Nehalem River-Sunset Camp			
Preparation of Base	$866.30	16.2 mile	53.48	100.00	1,620.00
Placing Cover Material	1,148.62	2,750 cu. yd.	0.42	0.70	1,925.00
Hauling " "	850.42	3,904 yd. mi.	0.22	0.12	468.48
Tar in Place	8,003.71	450.66 tons	17.76	17.00	7,661.22
SC-6 Road Oil	5,474.69	267.25 "	20.48	20.00	5,345.00
		Sunset Camp-Balm Grove			
Preparation of Base	286.20	14.6 mile	19.61	50.00	730.00
Cover Material in Place	3,987.56	1,471 cu. yd.	2.71	3.00	4,413.00
Tar in Place	3,170.97	201.31 tons	15.75	16.50	3,321.62
SC-6 Road Oil	3,326.50	184.07 "	18.07	18.50	3,405.30
	$29,403.97				$31,248.29

Gross Revenue	$31,248.29
Total Cost	29,403.97
Net Profit	$1,844.32

Net Profit Equals 5.9% of the Gross Revenue

NOTED

Elsie-Balm Grove

Detail of Cost

Labor:

Supervision	$489.00	
Labor	3,766.04	
State Industrial Insurance 5.25%	223.38	
Social Security & Unemployment Insurance 4%	170.20	$4,648.62

Materials:

SC-6 Road Oil	479.09 Tons at $4.70	$2,251.72	
Frt. on SC-6 to Forest Grove	184.07 " " 8.20	1,509.37	
" " " " West Timber	295.0 " " 10.40	3,068.00	
#2 Gasco	500.41 " " 12.63 f.o.b. West Timber	6,320.18	
#2 Gasco	201.31 Tons at 10.97 f.o.b. Forest Grove	2,208.38	
Cover Material from Saxton-Looney plant at Gales Creek	529 cu. yd. at $1.00 Loaded by Comptons	529.00	
	243 cu. yd. at $1.18 Loaded by Saxton-Looney	286.74	
Cover Material from Van Aken plant at Gales Creek	44 cu. yd. at $1.25 Loaded by Van Aken	55.00	
	663 cu. yd. at $1.07 Loaded by Compton	709.41	16,937.80

Equipment and Misc. Supplies:

Equipment Rental (Including Repairs)	$3,363.00	
Hired Trucks	525.69	
Gas, Oil and Grease	2,302.20	
Small Tools & Misc. Supplies	54.83	
Move In	488.58	
Office & Overhead	104.46	
Public Liability	95.00	
Bond	312.48	
Home Office & General Overhead - 2% of Total Cost	571.31	7,817.55
		$29,403.97

Elsie-Balm Grove

Breakdown of Oiling Costs

Elsie-Sunset Camp

Tar in Place

	Cost	Tons	Unit Cost
#2 Gasco Tar f.o.b. West Timber	$6,320.18	500.41	$12.63
Heating	368.80	"	0.737
Hauling - Av. 12.3 miles	346.28	"	0.692
Spreading	681.06	"	1.361
Bond, Traffic, Supervision & Overhead	1,189.24	"	2.376
	$8,905.56	500.41	$17.796

Sunset Camp-Balm Grove

Tar in Place

	Cost	Tons	Unit Cost
#2 Gasco Tar f.o.b. Forest Grove	$2,208.37	201.31	$10.97
Heating	175.13	"	0.87
Hauling	132.86	"	0.66
Spreading	232.31	"	1.154
Bond, Traffic, Supervision & Overhead	422.30	"	2.096
	$3,170.97	201.31	$15.75

Elsie-Sunset Camp

SC-6 Road Oil in Place

	Cost	Tons	Unit Cost
SC-6 Road Oil f.o.b. West Timber	$4,454.50	295.0	$15.10
Heating	217.42	"	0.737
Hauling	204.14	"	0.692
Spreading	401.50	"	1.361
Bond, Traffic, Supervision & Overhead	777.33	"	2.635
	$6,054.89	295.0	$20.525

Elsie-Balm Grove

Breakdown of Oiling Cost (Cont'd)

SC-6 Road Oil in Place

	Cost	Tons	Unit Cost
SC 6 Road Oil f.o.b. Forest Grove	$2,374.50	184.07	$12.90
Heating	160.14	"	0.87
Hauling	121.49	"	0.66
Spreading	212.42	"	1.154
Bond, Traffic, Supervision and Overhead	457.95	"	2.486
	$3,326.50	184.07	$18.07

Elsie-Balm Grove Oiling

REMARKS:

This contract required the placing of a light oil treatment on a portion of the Wolf Creek Highway and adjacent county roads. The contract was bid and awarded on June 6th, 1939 and was completed on August 2nd.

The contractor started his work on the Sunset Camp-Balm Grove Section on June 16th and completed this section on June 23rd. The road oil and tar for this section was shipped to Forest Grove, a distance of 8.4 miles, from the end of the job. The cover material was purchased from the Saxton-Looney and Van Aken plants at Gales Creek, and it was hauled to the job by the contractor.

On June 23rd the contractor started work on the Elsie-Sunset Camp Section, and he completed the laying of the prime coat on June 29th. As the W.P.A. had not stockpiled sufficient rock for the oil mat, the contractor moved from the job and did not resume work until July 26th. The road oil and tar for this section was shipped to Timber, and the cover material was stockpiled by the W.P.A.

The contract shows a profit in spite of the extra moving costs. The contractor made excellent progress on this job and placed the oil mat on the 33.2 miles in 22 days, averaging 1.5 miles per day.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

2188

FOR FILING

4-1032

September 11,1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2188, for the construction of the Elsie-Balm Grove Section of the Wolf Creek Highway and County Roads in Clatsop, Columbia, Tillamook and Washington Counties, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 15, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $80,851.69, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

24 1939
FOR FILING

Nash
4-1032

STATEMENT OF OVERRUNS & UNDERRUNS

Elsie-Balm Grove Oiling
Prefix 4-1032 Contract 2188

Item	Percent Variation
ELSIE - NEHALEM RIVER UNIT	
1. Preparation of base	00
2. Placing cover material	+105.2
3. Hauling cover material	+ 78.1
There was insufficient material on the road on this section to cover prime coat.	
4. Tar in place	- 4.3
5. SC-6 Road oil in place	-13.3
Seal on half of this unit was shot at the rate of 0.25 instead of 0.30	
NEHALEM RIVER- SUNSET CAMP UNIT	
6. Preparation of base	00
7. Placing cover material	+182.3
8. Hauling cover material	+ 65.2
There was not as much loose cover material on the roadbed on this unit as had been anticipated, and much of what there was proved unsuitable because of large rocks mixed with it.	
9. Tar in place	- 3.3
10. SC-6 Road oil in place	- 10.9
SUNSET CAMP - BALM GROVE UNIT	
11. Preparation of base	00
12. Cover material in place	+ 47.1
All of cover material for the seal coat was hauled in, the material on the road being insufficient to cover any part of it as had been planned.	
13. Tar in place	+ 0.65
14. SC-6 Road oil in place	-12.3
Allowance in estimate slightly in excess of need.	

J. C. Chapman
Resident Engineer.

Form [illegible]—3M—7-38

EGON STATE HIGHWAY COMMISS N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5, 1939, 193

Section	Elsie - Balm Grove	*Kind of work*	Oiling
Highway	Wolf Creek & County Roads	*Section prefix*	4-1032
Contractor	J. C. Compton	*Contract number*	2188
Date of contract	June 6, 1939, 193	*Date of completion*	July 15, 1939, 193
Date work started	June 16, 1939, 193	*Estimated date of completion*	, 193
Amount of contract	$ 29,462.00	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 950, 3.3 % *Date project was completed* August 2, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday, Tuesday: Four men inspect oiling and check materials.

Wednesday to Friday: Two men total and check rock books.

Bissel and Peters went to Tillamook Wednesday to inspect oiling done by Compton on county roads. They returned Friday PM.

The contractor completed laying the SC-6 seal Tuesday. Shoulders were shaped and rolled Wednesday to complete project.

RAY WEBBER

RECEIVED
AUG 7 - 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed J. C. Chapman J. C. Chapman

Address Jewell, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

2188

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				33.2	
Miles partially completed					
Miles completed				33.2	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				35	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 3, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	all		
Tuesday	week		
Wednesday			
Thursday			
Friday			
Saturday			

2188

FORM 5-A-1 5M 5-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

Salem, Oregon

F. D. Eason

4-1032

H. G. Smith
Construction Engineer

Extension of Time on Contract No. 2188

Dear Sir:

Herewith a request from J. C. Compton, together with consent of surety, for an extension of time on the Elsie-Balm Grove Section, Contract No. 2188.

It is recommended that this extension be granted without penalty, for the reason that Mr. Compton has been enforced to discontinue work until the State has produced the rock for completion of the job. It is expected that the remainder of the oiling work will get under way about the 24th or 25th of the month.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED
JUN 24 1939

4-1032

June 23, 1939

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today be express a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission on June 6:

✓ Elsie-Balm Grove Section of County Roads and Wolf Creek Highway, in Clatsop, Columbia, Tillamook and Washington Counties - Contract No. 2188.

Division No. 2 Oiling Project on State Secondary Highways in Linn, Polk, and Yamhill Counties - Contract No. 2190.

These copies are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

REC'D [illegible]

4-1032

June 14, 1939

Mr. J. C. Compton

McMinnville, Oregon

Dear Mr. Compton:

Receipt is acknowledged of four copies each of the contracts which were awarded to you on June 6 for the Elsie-Balm Grove Section oiling project and Division No. 2 oiling project, which contracts have been executed by you as to agreement and bond.

It is noted that both the agreement and bond have been signed by Mr. Moss J. Compton as your Attorney in Fact. For the benefit of our records will you kindly forward us a certified copy of Moss J. Compton's power of Attorney in Fact.

After the above contracts have been approved by the Highway Commission fully executed copies will be returned to you.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
JUN 7 - 1939
FOR FILING

4-1032

June 7, 1939

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

The State Highway Commission on June 6, 1939, awarded you the contract for 33.2 miles of oiling on the Elsie-Balm Grove Section of the Wolf Creek Highway and county roads, in Clatsop, Columbia, Tillamook, and Washington Counties. This award was based on your low bid of $29,462.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT # [redacted] 2189

12-1011 Mt. Vernon, Weston & Service 1939
Cr. Oiling, Beech Cr. & Weston-
#2189 Elgin, Pendleton-John Day Hwys.

R.W. Ballock

12-1011

F[illegible]ary 26th, 1940

COST ANALYSIS-FINAL REPORT

Mt. Vernon-Weston & Service Creek Sections
Contract 2189 Prefix 12-1011
Norris Bros., Contractors
V. H. Coffey, L. R. Chandler & C. C. Slavens, Resident Engineers

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Mt. Rest-Mt. Vernon Section					
Preparation of Base	$741.13	12.59 Miles	$58.90	$140.00	$1,762.60
Sprinkling	257.38	197.9 M-Gal.	1.30	1.00	197.90
SC-2 Road Oil in Place	8,866.05	358.44 Tons	24.75	22.50	8,064.90
PA #1, Special Borrow	512.13	2,364 cu. yd.	0.22	0.40	945.60
PA #1, Truck Haul	477.68	4,576.8 yd. mi.	0.104	0.10	457.68
	$10,854.37				$11,428.68
Weston-McDougall Camp Section					
Preparation of Base	$606.86	14.57 Miles	41.60	140.00	$2,039.80
Sprinkling	319.54	165.45 M-Gal.	1.93	1.00	165.45
SC-2 Road Oil in Place	7,346.55	416.88 Tons	17.60	19.50	8,129.16
PA #1, Special Borrow	431.56	1,920 cu. yd.	0.22	0.40	768.00
PA #1, Truck Haul	421.00	4,110 yd. mi.	0.102	0.10	411.00
	$9,125.51				$11,513.41
Butte Creek-Service Creek Section					
Preparation of Base	$995.56	13.49 Miles	73.80	140.00	$1,888.60
Sprinkling	971.06	418.25 M-Gal.	2.32	1.00	418.25
SC-2 Road Oil in Place	7,474.90	395.22 Tons	18.90	19.50	7,706.79
PA #1, Special Borrow	143.25	93 cu. yd.	1.54	0.40	37.20
PA #1, Truck Haul	32.95	277.5 yd. mi.	0.12	0.10	27.75
	$9,617.72				$10,078.59
	$29,597.60				$33,020.68

Gross Revenue	$33,020.68
Total Cost	29,597.60
Net Profit	$3,423.08

Net Profit Equals 10.4% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:			
Supervision		$623.60	
Labor		3,160.99	
State Industrial Accident Insurance		180.23	
Social Security & Unemployment Insurance		142.65	$4,107.47
Materials:			
SC-2 Road Oil	1,170.54 Tons	$9,071.69	
Freight		6,555.02	15,626.71
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		$2,370.00	
Gas, Oil and Grease		1,270.00	
Hauling Expense (Does not include labor etc.)		4,943.15	
Moving Costs		735.00	
Overhead Expense		215.06	
Bond		330.21	9,863.42
			$29,597.60

Contract 2189

REMARKS:

This contract consisted of the application of light oil treatment on 12.53 miles on the Mountain Rest-Mt. Vernon Section, 14.57 miles on the Weston-McDougall Camp Section and 13.10 miles on the Butte Creek-Service Creek Section. It was bid and awarded on June 6th, 1939; work was started July 7th and completed August 23rd, 1939.

The contractor was fortunate in having a blade operator who was experienced in the preparation of base. A total of 40.65 miles on this contract was performed at a low cost, and since the contractor had a good bid price, a large amount of profit was made on this item.

The sprinkling work was sub-let as was also the haul on oil and special borrow.

The oiling was done in an efficient manner. The contractor unbalanced his bid. The price on preparation of base is high while those on oil and sprinkling are low.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

12-10.11

September 27, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2189, for the construction of the Mt. Vernon-Weston-Service Creek Section of the John Day and three Secondary Highways in Grant, Umatilla and Wheeler Counties, has been completed by the contractors, Norris Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 1, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $55,020.68, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2159

12-1011

September 19, 1939

Union Oil Company of California,
Spokane, Washington.

Gentlemen:

In response to your inquiry of September 13th you are advised that the Norris Brothers Contract No. 2189, Mt. Vernon-Weston-Service Creek Section in Grant, Umatilla and Wheeler Counties, was completed August 25, 1939. This contract was accepted September 1, 1939. Final payment has not yet been made to the contractors.

Very truly yours,

Secretary.

Dict. by [illegible]. McFarland.

1✓

2189✓

Union Oil Company of California

CHRONICLE BUILDING
SPOKANE, WASHINGTON

September 13, 1939

RECEIVED
SEP 14 1939
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

In re: Norris Brothers
State Contract #2189

It is our understanding that State Contract #2189, awarded to Norris Brothers, has been completed.

Will you please tell us the date this work was accepted?

Enclosed is a business reply envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. FAHAY
District Credit Supervisor

By: L. R. Harbison

LRH:LF
Enc.

FORM 461 SPC

RECEIVED
[illegible] 1939

12-1011

September 18, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Morris Brothers on Contract No. 2189, Mt. Vernon-Weston-Service Creek Service Creek Section of the John Day and three Secondary Highways in Grant, Umatilla and Wheeler Counties. This payment will be made on or after September 26, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form E-1—5M—3-39

GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 2, 1939., 193

Section Butte Creek-Service Creek

Kind of work Oiling

Highway John Day

Section prefix 12-1011

Contractor Norris Bros.

Contract number 2189

Date of contract June 6, 1939, 193

Date of completion July 31, 1939., 193

Date work started Aug. 10, 1939., 193

Estimated date of completion Aug. 25, 1939., 193

Amount of contract $10034.00

Per cent of time elapsed 145 %

Estimated cost of completed project, exclusive of engineering $10800.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 520.00, %

Date project was completed Aug. 25, 1939., 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Awaiting some data from the contractor before sending in semi final estimate.

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Condon, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				13.49	
Miles partially completed					
Miles completed				13.49	
Total estimated quantities				440 Tons	
Estimated quantities moved or placed to date				440 Tons	
Average daily quantities				55 Tons	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

Form E-30—3M—6-30

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

13-1011

Condon,Ore.
Aug.[illegible],1939

RECEIVED
AUG 25 1939
STATE HIGHWAY COMMISSION

From: L.R.Chandler

To: R.H.Baldock,State Highway Engineer.

Subject: Completion Butte Creek-Service Creek Oiling.
(Norris Bros.)

NOTED
B. McCullough

Dear Sir;

Completed today the Butte Creek-Service Creek Section of contract No.2189.This completes the above contract.

Very truly yours,
L. R. Chandler
Resident Engineer.

CC S.H.Probert
H.G.Smith
W.C.Williams

#2189

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENTS
300 CENTRAL BUILDING
SEATTLE, WASH.

August 1, 1939

12-1011

Oregon State Highway Commission
Salem
Oregon

Gentlemen: Re: S#292246-Norris Bros.

The United States Fidelity and Guaranty Company, surety on the bond and contract of Norris Bros. for the improvement of Mt. Vernon-Weston-Service Creek Oiling Project Section, in Grant, Umatilla and Wheeler Counties, Contract No.2189, hereby gives its consent to a thirty-day extension of time, as requested in letter of Norris Brothers under date of July 31st.

Yours very truly,

UNITED STATES FIDELITY AND GUARANTY COMPANY

By John C McCollister
Attorney-in-fact.

/h

File
original is in contract.

12-1011

June 23, 1939

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprett, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts:

Contract No. 2189, which was awarded to Morris Bros. by the State Highway Commission on June 6, 1939, for the Mt. Vernon-Weston-Service Creek Oiling Project on state highways in Grant, Umatilla, and Wheeler Counties.

Contract No. 2187, which was awarded to R.O. Dail & Warren Bros. by the State Highway Commission on June 6, 1939, for the Division No. 1 Oiling Project on state secondary highways in Clackamas, Washington, and Yamhill Counties.

Inasmuch as you are the surety for both of these contractors, you are being given these executed copies of the contracts for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 24 1939
FOR FILING

12-1011

June 23, 1939

[redacted]
702 Hoge Building
Seattle, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2189 which was awarded to you by the State Highway Commission on June 6, 1939, for the Mt. Vernon-Weston-Service Creek Oiling Project on state highways in Grant, Umatilla, and Wheeler Counties.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

... in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 15 of the mimeographed SPECIAL PROVISIONS, relating to payment by the contractor of amounts due hospital associations, et cetera.

RECEIVED
JUN 10 1939
FOR FILING

12-1011

June 9, 1939

MORRIS BROS.
Burlington, Washington

MBL

Gentlemen:

We are sending you today by express four copies of Contract No. 2189 which was awarded to you on June 6, 1939, by the Oregon State Highway Commission, covering the oiling of the Mt. Vernon-Weston-Service Creek Sections of state highways in Grant, Umatilla, and Wheeler Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 15 of the mimeographed SPECIAL PROVISIONS, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 7 - 1939
FOR FILING

12-1011

June 7, 1939

Morris Bros.

Burlington, Washington

Gentlemen:

The State Highway Commission on June 6, 1939, awarded you the contract for 40.20 miles of oiling on the Mt. Vernon, Weston and Service Creek Oiling Project on the Beach Creek and Weston-Elgin Secondary Highways and on the Pendleton-John Day and John Day Primary Highways, in Grant, Umatilla, and Wheeler Counties. This award was based on your low bid of $31,758.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT #[redacted] 2190

122-1025 Division No.2 Oiling Project
Linn, Polk & Yamhill Cos. 1939

#2190

R. H. Baldock

122-1025

Final Cost Analysis-October 27, 1939
Division #2 Oiling Project
Linn, Polk and Yamhill Counties

Contract No. 2190
J. C. Compton, Contractor

Prefix 122-1025
S. F. Walters, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Lakeview School-Crabtree Section					
Preparation of Base	$175.72	2.7 miles	$65.08	$100.00	$270.00
Cover Material in Place	960.57	328.0 cu. yd.	2.92	2.75	902.00
SC-6 Road Oil in Place	563.80	28.14 tons	20.04	18.00	506.52
SC-2 " " " "	640.02	44.44 "	14.40	14.75	655.49
Maple Grove-Benton County Line					
Preparation of Base	$374.90	8.38 miles	44.53	50.00	$419.00
Cover Material in Place	3,422.21	1,002.5 cu. yd.	3.41	2.70	2,706.75
SC-6 Road Oil in Place	2,328.12	116.2 tons	20.04	18.00	2,091.60
SC-2 " " " "	2,040.70	142.07 "	14.36	14.35	2,038.70
Hopewell Section					
Preparation of Base	$156.76	3.52 miles	44.53	50.00	$176.00
Cover Material in Place	1,225.19	440.0 cu. yd.	2.78	2.55	1,122.00
SC-6 Road Oil in Place	927.63	46.3 tons	20.04	18.00	833.40
SC-2 " " " "	814.87	56.73 "	14.36	14.35	814.08
	$13,630.49				$12,535.54

Total Cost	$13,630.49
Gross Revenue	12,535.54
Net Loss	$1,094.95

Net Loss Equals 8.7% of the Gross Revenue

Division No. 2 Oiling

Detail of Cost

Labor:		
Supervision	$192.87	
Labor	2,083.25	
State Industrial Accident Insurance	113.81	
Unemployment and Social Security	91.04	
	22.76	
		$2,503.73
Materials:		
3/4"-0" Screened Gravel Cover Material		
Lakeview School-Crabtree Section - 328 cu. yd. at $1.10	$360.80	
Maple Grove-Benton County Line - 61 cu. yd. in bunker at Independence at $0.62	37.82	
464 cu. yd. in S.P. at Maple Grove at $1.40	649.60	
477 cu. yd. in S.P. at Pedee at $1.64	782.28	
Hopewell - 63 cu. yd. in S.P. at $1.84 387.5 " " + Bunker at West Salem @ 0.65	367.79	
SC-2 at Amity, Independence and Crabtree 243.24 tons at $9.35	2,274.29	
SC-6 at Amity, Independence and Crabtree 190.64 tons at $13.00	2,478.32	
		6,950.90
Equipment Rental, Small Tools & Misc. Supplies:		
Equipment Rental	$1,961.50	
Hired Equipment	285.00	
Gas, Oil and Grease	978.25	
Miscellaneous Supplies	229.17	
P.U.C.'s and Licenses	220.54	
Main Office Expense	376.05	
Bond	125.35	
		4,175.86
		$13,630.49

Division No. 2 Oiling

REMARKS:

This contract was bid and awarded June 6th, 1939. Work was started July 6th, and the contract was completed on July 18th, 1939.

Equipment consisted of a retort for heating the oil, 3 tenders for delivering to the job, a 1500-gallon distributor, 3 power blades, 1 roller, 5 trucks and a ½ cu. yd. shovel.

The loss sustained on this contract is due to a low bid, as the crew was well organized, and the contractor had other jobs where he could work while waiting for the first spread of SC-2 road oil to cure.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

#2190

RECEIVED
AUG 2 4 1939
FOR FILING

122-1025

August 2[illegible] 1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2190, for the construction of Division No. 2 Oiling Project on Three Secondary Highways in Linn, Polk and Yamhill Counties, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 5, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $12,535.54, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2190

RECEIVED
AUG 17 1939
FOR [illegible]

122-1025

August 17, 1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 2190, for the construction of Division #2, Oiling Project on Three Secondary Highways in Linn, Polk and Yamhill Counties. This payment will be made on or after August 28, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form E-1—5M—3-39

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22, 1939, 193

Section Div. 2 Oiling Project

Kind of work 14.6 Mi. Oiling

Highway State Secondary

Section prefix 122-1025

Contractor J.C.Compton

Contract number 2190

Date of contract June 6, 1939, 193

Date of completion Aug. 31, 1939, 193

Date work started July 5, 1939, 193

Estimated date of completion July 18, 1939, 193

Amount of contract $ 10,356.30

Per cent of time elapsed 53 %

Estimated cost of completed project, exclusive of engineering $ 13,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 400.00, 3.9 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT.

Contractor completed Hopewell section Monday and Crabtree section Tuesday. SemiFinal estimate held pending receipt of somedata from the street inspector Expect to complete fore part of week.

Cover material overran estimate approximately 100 %.

NOTED
RAY WEBBER

NOTED
H.N. HACKETT

NOTED
VAN SCOY

Signed Samuel Wallis

Address Philomath, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				14.6	
Miles partially completed					
Miles completed				14.6	
Total estimated quantities				860	
Estimated quantities moved or placed to date				1773	
Average daily quantities				355	
Average daily quantities necessary to complete project on time				complete	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				32	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					26	6	32
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Hot		
Friday	"		
Saturday	"		

122-1025

June 23, 1939

GLENS FALLS INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of each of the following contracts which were awarded to J. C. Compton by the State Highway Commission on June 6, 1939:

Elsie-Balm Grove Section of County Roads and Wolf Creek Highway, in Clatsop, Columbia, Tillamook and Washington Counties - Contract No. 2188.

✓Division No. 2 Oiling Project on State Secondary Highways in Linn, Polk, and Yamhill Counties - Contract No. 2190.

Inasmuch as you are surety for the contractor on these jobs, you are being given a copy of each contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 24 1939

122-1625

June 23, 1939

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today be express a fully executed copy of each of the following contracts which were awarded to you by the State Highway Commission on June 6:

Elsie-Balm Grove Section of County Roads and Wolf Creek Highway, in Clatsop, Columbia, Tillamook and Washington Counties - Contract No. 2188.

✓Division No. 2 Oiling Project on State Secondary Highways in Linn, Polk, and Yamhill Counties - Contract No. 2190.

These copies are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 10 1939
FOR FILING

122-1025

June 9, 1939.

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2190 and four copies of Contract No. 2188, which were awarded to you on June 6, 1939, by the Oregon State Highway Commission covering Division No. 2 Oiling Project on state secondary highways in Linn, Polk, and Yamhill Counties, and the oiling of the Elsie-Balm Grove Section of Wolf Creek Highway and county roads in Clatsop, Columbia, Tillamook, and Washington Counties, respectively.

Will you kindly execute all four copies of each of these contracts and return them to this office for approval by the State Highway Engineer. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under these contracts in strict conformance therewith.

Your attention is also called to the mimeographed page of ADDITIONAL SPECIAL PROVISIONS immediately following the mimeographed SPECIAL PROVISIONS, relating to payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUN 7 - 1939
FOR FILING

122-1025

June 7, 1939

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

The State Highway Commission on June 6, 1939, awarded you the contract for 14.60 miles of oiling on three secondary highways, in Linn, Polk and Yamhill Counties. This award was based on your low bid of $10,356.30, using road oil, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT # 2191

26-1202 Columbia River Bridge at Vancouver
Repainting & cleaning 1939

2191

FORM 9-K-1 5M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
DEC 20 1939

26-1202

December 19, 1939

NOTED
C. B. McCullough

Mr. F. B. McCutchan,
1212 Failing Bldg.,
Portland, Oregon.

Dear Sir:

Your letter of December 11th addressed to the Oregon State Highway Commission and written on behalf of your client who had an automobile splashed with paint while crossing the Interstate Bridge to Vancouver, Washington, has been handed to me for reply.

The work of painting the bridge was done under a contract with Pacific Bridge Painting Company of San Francisco. The work was completed and accepted by the State on November 8, 1939. The contract is known in our files as Contract No. 2191.

A bond was required in connection with this job, which bond was furnished by the Glens Falls Indemnity Company, represented by Merrill D. Ohling, 275 State Street, Salem, Oregon. I believe you will find that the provisions of the bond will afford ample protection for your client.

Yours very truly,

J. M. DEVERS

JMD:PW

cc C. B. McCullough ✓
G. S. Paxson
E. A. Collier

RECEIVED
DEC 16 1939

Form E-30—Revised

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

26-1202

Salem, Oregon
December 15, 1939

Subject:

To:
Mr. J. M. Devers
Attorney
Office

NOTED
B. McCullough

Dear Sir:

Herewith correspondence concerning the damage to an automobile by paint spilled from the Interstate Bridge during the painting which was recently completed. This job was contracted to the Pacific Bridge Painting Company of San Francisco and was completed and accepted on November 3. The contract was No. 2191, and the bonding company was the Glens Falls Indemnity Company represented by Merrill D. Ohling, 275 State Street, Salem, Oregon.

I believe that anyone who has a claim against the job has six months after the job is completed in which to file his claim.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc C. B. McCullough ✓
E. A. Collier

26-1202

November 16, 1939

ROY F. OWEN COMPANY
Spalding Building
Portland, Oregon

Gentlemen:

In response to your inquiry of November 10, you are advised that final settlement has been made by the St ate Highway Commission with the Pacific Bridge Painting Company for the work they performed under their contract for painting the Interstate Bridge near Vancouver.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2191

RECEIVED
NOV 13 1939
STATE HIGHWAY COMMISSION

Roy F. Owen
COMPANY
Insurance Adjusters

SEATTLE, WASHINGTON
1218 ALASKA BUILDING
MAIN 7767

PORTLAND, OREGON
SPALDING BUILDING
ATWATER 3347

Portland, Oregon
November 10, 1939

State Highway Commission
Salem, Oregon

Gentlemen:

We wish to be advised as to whether the Pacific Bridge Painting Company have any money due them for work performed under their contract for painting the Interstate Bridge.

Thanking you for this information, we are

Very truly yours,
ROY F. OWEN COMPANY

By

No funds
[illegible] final
Payment 11-4-39

DP

REFERRED TO
SECRETARY

prepare [illegible]

RECEIVED
OCT 20 1939
FOR FILING

#2191

26-1202

October 20, 1939

Glens Falls Indemnity Company,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2191, for the painting of the Interstate Bridge on the Pacific Highway near Vancouver in Multnomah County, has been completed by the contractors, Pacific Bridge Painting Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 30, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $29,017.85, including the final payment. Of this amount $142.85 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-30—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

26-1202

REC
OCT 16 1939

Salem, Oregon
October 14, 1939

From: Mr. G. S. Paxson
Bridge Engineer

To: Mr. R. H. Baldock
State Highway Engineer

Subject: Time extension for repainting Interstate Bridge at Vancouver; Contract No. 2191; Pacific Bridge Painting, contractors.

Herewith request for an extension of time in the amount of six days to complete the work of repainting the Interstate Bridge at Vancouver. The contract completion date was September 30 and the work was actually finished on October 6. In addition to the work covered by the contract, the contractor has painted the counterweights under a force account order. During the week ending September 30 inclement weather made it inadvisable to paint and no progress was made on the job during this time.

In veiw of the above, it is recommended that the extension from September 30 to October 6 be granted without penalty to the contractor.

G. S. Paxson
Bridge Engineer

GSP CM
cc H. B. Glaisyer ✓

RECEIVED
1939

26-1202

August 8, 1939

McCutcheon & McCutcheon
Attorneys at Law
Suite 600-606 Henry Building
Portland, Oregon

Attention E. B. McCutcheon

Gentlemen:

In reply to your inquiry of Aug. 4 as to the bond furnished by the Pacific Bridge Painting Company in connection with their contract with the Oregon State Highway Commission for the painting of the Interstate Bridge between Portland and Vancouver, wish to state that this bond was written by the Glens Falls Indemnity Company, for whom Merrill D. Ohling is local agent, with offices at 275 State Street, Salem. We have no Portland address for this firm and would suggest that you contact workmen on the bridge, who can probably give you such information.

Very truly yours,

Secretary

MBG:MBL

HERBERT S. McCUTCHAN
EVERETT B. McCUTCHAN

McCUTCHAN & McCUTCHAN
ATTORNEYS AT LAW
SUITE 600-606 HENRY BUILDING
PORTLAND, OREGON

RECEIVED
AUG 5 - 1939
OREGON
STATE HIGHWAY COMMISSION

August 4, 1939

State Highway Department
Bridge Division
Salem, Oregon

Gentlemen:

A client of our office sustained damage by reason of paint being dripped upon his automobile while crossing the Interstate Bridge between Portland and Vancouver, Washington.

We understand that the Pacific Bridge Painting Company of San Francisco has the contract with you to paint the bridge and that they are properly bonded. It seems that there are no agents of the bridge company located in Portland and we would appreciate being advised what insurance company wrote the bond so that we can make proper claim direct to the insurance company.

Thank you for your attention to this matter.

Very truly yours,

E. B. McCutchan

EBM:BP

ANSWERED
[illegible]

RECEIVED
JUN 24 1939
FOR FILES

26-1202

June 23, 1939

PACIFIC BRIDGE PAINTING COMPANY
c/o Mr. August Gerske
Multnomah Hotel
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2191 which was awarded to you by the State Highway Commission on June 6, 1939, for painting Interstate Bridge over the Columbia River on the Pacific Highway, between Vancouver, Washington, and Portland, Oregon.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Bridge Dept.

RECEIVED
JUN 24 1939
FOR FILING

26-1202

June 23, 1939

GLENS FALLS INDEMNITY COMPANY
Merrill D. Ohling, Local Agent
275 State Street
Salem, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of Contract No. 2191 which was awarded to Pacific Bridge Painting Company by the State Highway Commission on June 6 for painting Interstate Bridge over the Columbia River on the Pacific Highway, between Vancouver, Washington, and Portland, Oregon.

Inasmuch as you are surety for the Pacific Bridge Painting Company, this copy of the contract is being sent you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MDL

cc - Bridge Department

RECEIVED
JUN 9 - 1939
FO

76-1202

June 9, 1939

PACIFIC BRIDGE PAINTING COMPANY
624 Sharon Building
San Francisco, California

Gentlemen:

We are sending you today by express four copies of Contract No. 2191 which was awarded to you on June 6, 1939, by the Oregon State Highway Commission, covering the painting of the Interstate Bridge over the Columbia River on the Pacific Highway between Vancouver, Washington, and Portland, Oregon.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 7) of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the last page of the mimeographed SPECIAL PROVISIONS, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Bridge Department

RECEIVED
JUN 7 - 1939
FOR FILING

26-1202

June 7, 1939

Pacific Bridge Painting Company
624 Sharon Building
San Francisco, California

Gentlemen:

The State Highway Commission on June 6, 1939, awarded you the contract for cleaning and repainting structural steel on a 14-span bridge over the Columbia River at Vancouver, in Multnomah County. This award was based on your low bid of $28,875.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

P.S. This letter confirms my wire to you of this date.

H.B.G.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☐	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
JUNE 7, 1939

PACIFIC BRIDGE PAINTING CO.
624 SHARON BUILDING
SAN FRANCISCO CALIFORNIA

STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY CONTRACT COVERING CLEANING AND REPAINTING OF STEEL BRIDGE OVER COLUMBIA RIVER BETWEEN OREGON AND WASHINGTON. CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

CONTRACT# 2192

107-C-2 Silver Lake-Harris Cr. Sec., 1939
Fremont Hwy.
#2192

RECEIVED
JAN 31 1941
FOR FILE

FA-107 C-2

January 10, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of December 31, 1940, concerning engineering expense charged to Projects Nos. FA 107-C (2), 136-A (2), D (2) and E (2) during the week ending October 7, 1939.

The costs charged to these projects for the one day in question are incorrect and should be deleted.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of December 30 in reply to ours of December 26 regarding engineering costs claimed in the final vouchers for Oregon Federal Aid Projects Nos. 107-C (2), 136-A (2), 136-D (2) and 136-E (2), the Fremont Highway in Lake County.

Since the projects were constructed in 1939, the statement in your letter probably refers to engineering costs incurred subsequent to January 1, 1940, concerning which we raised a question in our letter of October 31. The charges questioned in our letter of December 26 were for time of the engineering party on the survey of the Fremont Memorial Park site, one day during the week ending October 7, 1939. Will you please advise if the day's time was included in the vouchers by error or if you consider it properly chargeable to the Federal Aid work. If the charge is properly included in the vouchers, will you please give a full explanation to establish its eligibility.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JAN 2 1941
FOR FILING

107-C-2

December 30, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of December 26, 1940, regarding engineering costs incurred subsequent to January 1, 1939, which were charged to Projects Nos. FA 107-C (2), 136-A (2), D (2) and E (2).

These costs which were included in the final vouchers for the above projects are erroneous and should be deleted.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
DEC 27 1940
STATE HIGHWAY COMMISSION

December 26, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of October 31, requesting further information regarding time of the engineering party on the survey of the Fremont Memorial Park site, charged to Oregon Federal Aid Projects Nos. 107-C (2), 136-A (2), 136-D (2) and 136-E (2), the Fremont Highway in Lake County.

Will you please furnish the information as soon as possible so that the vouchers can be passed for payment.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 23 1940
FOR FILING

136-A-2
2192

December 16, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two copies each of the summary of completed Federal Aid work for Projects Nos. FA 136-A, D and E. Likewise are enclosed two copies of a statement showing the constructed length of Project No. FA 136-E.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. ________

Stencil No. 8.

December 27, 1939

RECEIVED
JAN 1 -

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 136-A (2), North Unit, Ana Spring-Hunter Hill, Fremont Highway ________, was made by a representative of this office on December 14, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

TED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 19 1939
STATE HIGHWAY COMMISSION

REPLY PLEASE
REFER TO FILE No.

Stencil No. 124

Oregon FAP 136-A (2)
North Unit, Ana Spring-Hunter Hill
Fremont Highway

July 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

44pi. 39416

Form P. R. 2

State Oregon

Federal Aid Project No. 136-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of June, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1927, a project statement, which was approved by the Secretary on the 18th day of February, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the United States District Engineer on the 31 day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-three thousand, seven hundred thirty and 00/100 dollars ($23,730.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 3760+00 in the SE 1/4 of Section 34, T. 30 S., R. 16 E., W. M., the north end of Project 107-C(2), and survey station 4120+00 in the SW 1/4 of Section 36, T. 29 S., R. 16 E., W. M., the south end of Section E(2) of said project

, length 6.808 miles, in Lake County, being Section A(2) of Oregon Federal Aid project No. 136, consisting of 6.808 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of twenty-three thousand, seven hundred thirty and 00/100 dollars ($ 23,730.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-nine thousand, five hundred forty-six and 10/100 dollars ($ 39,546.10), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUN 28 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5510

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUN 28 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5516

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 136-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 39,546.10 as the total estimated cost of said project, and the sum of $ 23,730.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 28 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 10, 1939

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed herewith are two copies of the agreement for Oregon Federal Aid Project No. 136-A (2) for the signature of the State Highway Commission. The usual copy of the estimate and specifications are being forwarded from our Regional Office by regular mail, and will be sent you as soon as they are received.

This project involves 1938 funds which will lapse June 30. The agreement should therefore be signed and returned to this office as promptly as possible. If not in conflict with your regular procedure and if it will save time, we suggest that it be sent to Mr. Cabell for signature last. Then, if he will phone us, we will have a messenger pick it up.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

Encl.

Signed PA delivered by
messenger to BPR
6/16/39

RE D
JUN
FOR LING

136-A-2

June 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the North Unit, Ana Spring-Hunter Hill Section, Project No. FA 136-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 136-A (2)

NORTH UNIT, ANA SPRING-HUNTER HILL SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 6, 1939

All Required		Clearing and Grubbing	$ - -	$ 437.00
700	cu. yds.	Trench Excavation	1.00	700.00
45,000	cu. yds.	Excavation, South of Sta. 4210	.24	10,800.00
14,000	yd. mi.	Truck Haul	.14	1,960.00
5.37	miles	Finishing Roadbed and Slopes	200.00	1,074.00
400	lin. ft.	6" Perforated Concrete Pipe	.50	200.00
350	lin. ft.	12" Corr. Iron Pipe	1.00	350.00
1,150	lin. ft.	18" Corr. Iron Pipe	1.35	1,552.50
150	lin. ft.	24" Corr. Iron Pipe	2.00	300.00
110	lin. ft.	36" Corr. Iron Pipe	4.50	495.00
630	lin. ft.	Salvaging Culvert Pipe	.50	315.00
50	cu. yds.	Gravel or Rock Backfill in Drains	1.00	50.00
125	only	Sight Posts	1.50	187.50
23,400	cu. yds.	Pit-run Gravel Base	.23	5,382.00
71,000	yd. mi.	Hauling Gravel, Truck Measure	.08	5,680.00
680	M-gal.	Sprinkling	1.50	1,020.00
6.8	miles	Preparation of Base	90.00	612.00
840	cu. yds.	Gravel Cover Material	.25	210.00
2,700	yd. mi.	Hauling Cover Material	.10	270.00
198	tons	SC-2 Road Oil in Place	22.00	4,356.00
			Subtotal	$ 35,951.00
			10% Engr. & Cont.	3,595.10
			Total	$ 39,546.10

Length 6.808 miles
Cost per mile $ 5,808.76

Federal Aid Funds Requested- $ 23,730.00
State Funds- 15,816.10

$ 39,546.10

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 136-A (2), the North Unit, Anna Springs-Hunter Hill Section of the Fremont Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending showing that all right of way has been secured.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FA 136-A-2

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May 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

We are sending, under separate cover, five blueprint copies each of the typical cross-section sheet corrected to indicate the oil surface as a road oil prime coat, for the following projects:

South Unit, Ana Spring-Hunder Hill Section	FA 107-C(2)
North Unit, Ana Spring-Hunter Hill Section	FA 136-A(2)
Silver Lake-Picture Rock Pass Section	FA 136-D(2)
Picture Rock Pass Section	FA 136-E(2)

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FA 136-A-2

C
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Y

May 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

We are sending, under separate cover, five blueprint copies each of the typical cross-section sheet corrected to indicate the oil surface as a road oil prime coat, for the following projects:

South Unit, Ana Spring-Hunter Hill Section	FA 107-C(2)
North Unit, Ana Spring-Hunter Hill Section	FA 136-A(2)
Silver Lake-Picture Rock Pass Section	FA 136-D(2)
Picture Rock Pass Section	FA 136-E(2)

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

136-A-2

C
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Y

May 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis, by phone, we are enclosing herewith twenty copies of Page 7 of the special provisions for Projects Nos. F.A. 107-C (2), 136-A (2), and 136-D-2 and 136-E (2), which page has been revised to show the correct designation for the excavation items.

Please be advised that oiling is not to be constructed across the bridges on these projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER
Encl.

April 24, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the N. Unit, Ana Spring-Hunter Hill Section, Project No. FA 136-A (2).

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 136-A (2)

NORTH UNIT, ANA SPRING-HUNTER HILL SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 24, 1939

All Required		Clearing and Grubbing		$ 850.00
700	cu. yds.	Trench Excavation	$ 1.00	700.00
45,000	cu. yds.	Excavation, South of Sta. 4210	.19	8,550.00
14,000	yd. mi.	Truck Haul	.12	1,680.00
5.37	miles	Finishing Roadbed and Slopes	150.00	805.50
400	lin. ft.	6" Perforated Concrete Pipe	.50	200.00
350	lin. ft.	12" Corr. Iron Pipe	1.00	350.00
1,150	lin. ft.	18" Corr. Iron Pipe	2.00	2,300.00
150	lin. ft.	24" Corr. Iron Pipe	3.00	450.00
110	lin. ft.	36" Corr. Iron Pipe	5.00	550.00
630	lin. ft.	Salvaging Culvert Pipe	.60	378.00
50	cu. yds.	Gravel or Rock Backfill in Drains	2.00	100.00
125	only	Sight Posts	2.00	250.00
23,400	cu. yds.	Pit-run Gravel Base	.30	7,020.00
71,000	yd. mi.	Hauling Gravel, Truck Measure	.09	6,390.00
680	M-gal.	Sprinkling	1.50	1,020.00
6.8	miles	Preparation of Base	100.00	680.00
840	cu. yds.	Gravel Cover Material	.30	252.00
2,700	yd. mi.	Hauling Cover Material	.09	243.00
198	tons	SC-2 Road Oil in Place	23.00	4,554.00
			Subtotal	$ 37,322
			10% Engr. & Cont.	3,732
			Total	$ 41,054

34982

Length　　6.808 miles
Cost per mile　　$ 6,030

Federal Aid Funds Requested- $ 24,640
State Funds- 16,414

$ 41,054

PICTURE ROCK PASS-HARRIS CREEK SECTION

PROJECTS NOS. FA 107-C(2), 136-A(2), 136-B(2), 136-D(2)

While negotiation for right of way is in progress, some 15 parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured. It is now believed, however, that the right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 24, 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 1 - 1940
OREGON
STATE HIGHWAY COMMISSION

October 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final vouchers for Oregon Federal Aid Projects 107-C (2), 136-A (2), 136-D (2) and 136-E (2), covering work done on the Fremont Highway in Lake County.

Our field auditor has determined that your records indicate the engineering party worked one day during the week ending October 7, 1939, on the survey of the Fremont Memorial Park site, resulting in an apparent overcharge of $20.96 to the four projects. He has also determined that $281.89 was charged to the projects for engineering costs incurred after January 1, 1940.

Will you please advise if the above charges were included through error or if you consider them properly chargeable to the Federal Aid work. If the charges are properly included in the vouchers, will you please give full explanations to establish their eligibility.

Will you please forward the customary summaries of completed work for the four projects.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#2192

RECEIVED
MAY 9 1940
FOR FILING

107-C-2

May 9, 1940

Maryland Casualty Company,
Hanson & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2192, for the construction of the Silver Lake-Harris Creek Section of the Fremont Highway in Lake County, has been completed by the contractors, E. C. Hall Company, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 18, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $124,660.86, including the final payment. Of this amount $290.71 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

107-C-2

April 4, 1940

Hansen & Rowland, Inc.
General Agents
Washington Building
Tacoma, Washington

Attention: H. Drobnach, Surety Bond Dept.

Gentlemen:

Reply is made to your letter of April 1 in regard to E. C. Hall Company's contract No. 2192 for the construction of the Silver Lake-Harris Creek Section of the Fremont Highway, in Lake County, Oregon.

You inquire whether or not the final payment has as yet been made in connection with this job. The records show that such payment has not been made. The job has been accepted by the State Highway Commission but it is my understanding that E. C. Hall Company has filed a claim for additional compensation which precludes us from paying the final estimate. Just when the claim will be disposed of I am not able to state at the present writing.

For your information our records now show that E. C. Hall Company has earned $123,262.03 in connection with this job. They have been paid to date $119,564.17 and our retained percentage is $3,697.86.

Very truly yours,

HBG:AM

Secretary

I hesitate to answer this for the reason that it was completed Oct, 6, and was accepted Jan, 11, 1940. Final payment has not been made for I understand that Hall has put in a claim for additional compensation on this job. The total amount earned and retained is shown on the attached letter.

J. McF.

AND INC.
LAND
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ON
H. T. HANSEN, PRES.
I. D. ROWLAND,
ND IN SUCH CAPACITY ONLY.
INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48372 - E. C. HALL CO. to STATE OF OREGON - Silver Lake-Harris Creek Section Fremont Highway. FAP Nos. 107-C (2), 136-A (2), 136-D(2) and 136-E(2) in Lake County, Oregon. (Contract 2192)

Referring to your letter under date of March 5 in connection with the above contract, you stated that final payment had not yet been made.

We would greatly appreciate your advising us whether or not final payment has now been made and the total amount earned.

Very truly yours

HANSEN & ROWLAND, INC.
General Agents

By H Drobnack
Surety Bond Dept.

HD/bw

ANSWERED
H. B. GLAISYER

E - $123,262.03
R - $ 3,697.86
Pd - $119,564.17

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. D. ROWLAND, SECY

April 1, 1940

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48372 - E. C. HALL CO. to STATE OF OREGON - Silver Lake-Harris Creek Section Fremont Highway. FAP Nos. 107-C (2), 136-A (2), 136-D(2) and 136-E(2) in Lake County, Oregon. (Contract 2192)

Referring to your letter under date of March 5 in connection with the above contract, you stated that final payment had not yet been made.

We would greatly appreciate your advising us whether or not final payment has now been made and the total amount earned.

Very truly yours

HANSEN & ROWLAND, INC.
General Agents

By H Drobnach
Surety Bond Dept.

HD/bw

E - $123,262.03
R - $ 3,697.86
Pd - $119,564.17

ANSWERED
H. B. GLAISYER

#2192

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107-C-2

March 5, 1940

Hansen & Rowland, Inc.
Washington Building,
Tacoma, Washington.

Attention: P. Wilson.

Gentlemen:

Reference is made to your letter of February 29th concerning the E. C. Hall Company, Contract No. 2192, Silver Lake-Harris Creek Section in Lake County.

You are advised that the above contract was completed October 6, 1939, and was accepted January 11, 1940. Final payment has not been made. The total amount paid the contractors to date is $119,664.17, and the retained percentage is $3,697.86.

Very truly yours,

Secretary.

Dict. by J. McFarland.

-#2192-
Lake Co

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY

RECEIVED
MAR 4 - 19

February 29, 1940

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48372 - E. C. HALL CO. to STATE OF OREGON - Silver Lake-harris Creek Section Fremont Hwy. FAP Nos. 107-C(2), 136-A(2), 136-D(2) and 136-E(2) in Lake County, Ore. (Contract 2192)

Please advise whether or not the final payment has been made on the above captioned project, and what the total amount earned by the contractor is.

Thanking you for this information, we are,

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents
By P. Wilson
Surety Bond Department

HD

To Oct 6. 1939
E. $123,262.03
R.- 3,697.86
Pd - $119,664.17

107-C-2

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Salem, Oregon
February 10, 1940

Subject: Acceptance of Completed Contracts.

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work has been completed on the State Highway contracts listed below:

Contract No. 2185, with E. L. Rigdon, for grading, topping, and oiling on the John Day-Prairie City Section of the John Day Highway, in Grant County, was completed on December 31, 1939.

Contract No. 2192, with E. C. Hall Company, for grading, surfacing and oiling on the Silver Lake-Harris Creek Section of the Fremont Highway, in Lake County, was completed on October 6, 1939.

Acceptance of the above listed projects by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by G. Hester/GS
cc. Mr. J. W. McCallister,
" Mr. Jas. McFarland

1

R N Baldock

107-C-2

January 27, 1940

NOTED
State Highway Commission

COST ANALYSIS - FINAL REPORT

Fremont Highway, Silver Lake - Harris Creek Section
Contract 2192, Prefix 19-1108
E. C. Hall, Contractor
J. T. Burch, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	435.00					750.00
Trench Excavation	1,699.58	2,124.4	Cu. Yd.	0.80	1.00	2,124.40
Excavation, No. of Sta.4590	5,730.18	58,861.5	" "	0.097	0.16	9,417.84
" , So. of Sta.4210	11,236.84	60,108	" "	0.187	0.24	14,425.92
Truck Haul	2,989.59	21,354.2	Yd. Mi.	0.14	0.14	2,989.59
Finishing Roadbed & Slopes	2,350.00	9.19	Miles	250.00	200.00	1,838.00
6" Perf. Concrete Pipe	182.00	350	Lin. Ft.	0.52	0.50	175.00
12" Corr. Iron Pipe	560.56	572	" "	0.98	1.00	572.00
18" " " "	2,232.84	1,618	" "	1.38	1.35	2,184.30
24" " " "	621.60	296	" "	2.10	2.00	592.00
36" " " "	840.00	200	" "	4.20	4.50	900.00
Salvaging Culvert Pipe	419.00	838	" "	0.50	0.50	419.00
Gravel or Rock Backfill in Drains	61.05	37	" "	1.65	1.00	37.00
Cement Rubble Masonry	54.75	3.45	Cu. Yd.	15.90	20.00	69.00
Sight Posts	618.50	400	Only	1.55	1.50	600.00
Pit-run Gravel Base	13,289.31	71,921.5	Cu. Yd.	0.185	0.23	16,541.95
Hauling Gravel, Truck Meas.	20,059.31	280,864.25	Yd. Mi.	0.071	0.08	22,469.14
Sprinkling	3,296.07	2,441.54	M. Gals.	1.35	1.50	3,662.31
*Preparation of Base	2,167.70	26.50	Miles	81.80	90.00	2,385.00
*Gravel Cover Material	1,983.19	3,278	Cu. Yd.	0.605	0.25	819.50
*Hauling " "	1,638.94	16,068	Yd. Mi.	0.102	0.10	1,606.80
*SC-2 Road Oil in Place	17,264.59	786.9	Tons	21.90	22.00	17,311.80
*SC-1A " " " "	2,722.17	108.93	"	25.00	24.50	2,668.79

Silver Lake - Harris Creek Section

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
**3/4"-½" Cr. Gravel in S.P.	6,551.46	4,279.2	Cu. Yd.	1.53	1.65	7,060.68
**1/2"-¼" " " " "	9,954.72	6,502.1	" "	1.53	1.65	10,728.47
**¼"-10 Mesh Cr. Gravel In SP	3,329.62	2,174.8	" "	1.53	1.65	3,588.42
Force Account	290.71					290.71
Deduction. Haul Adj.Favor State		29,655.9	Yd. Mi.			-2,965.59
Cookhouse	3,379.02					2,539.50
	115,958.30					125,801.53

*Sublet to Warren Northwest, Inc.

** Unit Bid Equal to $1.42 after Haul Adj.

Gross Revenue	125,801.53
Total Cost	115,958.30
Net Profit	9,843.23

Net Profit Equals 7.8% of Gross Revenue.

Silver Lake - Harris Creek Section

Detail of Cost

LABOR:

Supervision	1,360.00	
Labor	30,195.35	
State Industrial Accident Insurance	1,696.67	
Social Security & Unemployment Insurance	1,252.57	$34,504.59

MATERIALS:

6" Perf. Concrete Pipe	350	Lin. Ft.	@ 0.37	129.50	
12" Corr. Iron Pipe	572	" "	@ 0.75	429.00	
12" " " " Bands	17	Each	@ 0.73	12.41	
18" " " "	1,618	Lin. Ft.	@ 1.08	1,747.44	
18" " " " Bands	47	Each	@ 1.59	74.73	
24" " " "	296	Lin. Ft.	@ 1.72	509.12	
24" " " " Bands	8	Each	@ 1.98	15.84	
36" " " "	200	Lin. Ft.	@ 3.44	688.00	
36" " " " Bands	6	Each	@ 3.19	19.14	
Sight Posts	400	Each	@ 0.80	320.00	$3,945.18

EQUIPMENT RENTAL, SUPPLIES & MISCELLANEOUS:

Equipment Rental	22,320.00
Hired Trucks (Not including labor & gas)	4,221.54
Gas, Oil & Grease	12,898.20
Small Tools, Supplies & Misc.	5,479.60
Lumber	875.56
Moving In Expense	700.00
Misc. & Overhead Expense	940.13

Silver Lake - Harris Creek Section

Detail of Cost, Con't.

Bond	1% of Gross Revenue			1,213.78	
Home Office	1% of Gross Revenue			1,213.78	
Cookhouse Supplies				2,143.30	
					$52,005.89
SUB-CONTRACT - Warren N.W., Inc.					
Preparation of Base	26.5	Miles	@ 80.00	2,120.00	
Gravel Cover Material	3,278	Cu. Yd.	@ 0.60	1,966.80	
Hauling " "	16,068	Yd. Mi.	@ 0.10	1,606.80	
SC-2 Road Oil in Place	786.9	Tons	@ 21.50	16,918.35	
Sc-1A " " " "	108.93	"	@ 24.50	2,668.79	
Sprinkling	147.93	M. Gal	@ 1.50	221.90	
					$25,502.64
			Total		$115,958.30

Silver Lake - Harris Creek Section

REMARKS:

This contract consisted of the grading of 9.22 miles, and the surfacing and oiling of 26.5 miles of roadway. It was awarded on June 9, 1939; work was started June 19th and finished October 6th of same year.

For the grading and surfacing work, the contractor moved in 3 cats (two RD-8's & one RD-6), 3 motor patrols (1 No. 11 & 1 No. 12 Caterpillar & one Gallion), 2 shovels (3/4 & 1/2 cubic yard), 3 LeTourneau Carryalls (2-13 cubic yard and 1-6 cubic yard(, and 9 trucks (3-8 cubic yard, 3-4 cubic yard and 3-3 cubic yard.)

The grading was bid under two separate headings, which were, (1) excavation North of station 4590, & (2) excavation South of station 4210. The material in the first section was composed of fine blow sand that was handled at a low cost due to ideal suitability for scraper work and short hauls. The other section contained material mostly of common classification, some of which contained boulders.

The pit-run gravel base was easily loaded with shovel from pits that had required very little stripping. A 3/4 cubic yard shovel was used for loading, and while operating, averaged about 80 to 100 cubic yards per hour. After being dumped from trucks it was bladed with power blades and then rolled.

The sprinkling on this job was performed at a low cost. A large tank of 2,850 gallon capacity was used. On the Silver Lake end of the project, the contractor was fortunate in obtaining water from a large concreted water basin belonging to the Chewaucan Livestock Company. The ranchers were using the water from the local irrigation ditches to full capacity, and water from this source was not available.

For the production of crushed gravel the contractor erected a well constructed two-crusher plant at the gravel pit located adjacent to road at station 6,615. For bringing the pit material to crusher plant, an RD-8 cat and 13 cubic yard scraper were used for about 90% of the yardage. Towards the end of the job a shovel and trucks were used. While operating the plant maintained an average of about 27 cubic yards per hour. Some screening difficulty was experienced due to a little moisture in gravel when pit was opened up.

This job was handled in a very efficient manner, which resulted in a fair profit on medium bid prices.

E. H. CLYMER, COST ANALYST

By

Henry Jullum

#2192

RECEIVED
JAN 15 1940
FOR

107-C-2

January 15, 1940

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Company on Contract No. 2192, Silver Lake-Harris Creek Section of the Fremont Highway in Lake County. This payment will be made on or after January 25, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2192 w

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FOR

10720-2

January 9, 1940

Hansen & Rowland, Inc.
Washington Building,
Tacoma, Washington.

Attention: Mr. A. Van R. Schermerhorn.

Gentlemen:

Reference is made to your letter of January 8th concerning the E. C. Hall Company Contract No. 2192, Silver Lake-Harris Creek Section in Lake County.

You are advised that this contract was completed October 6, 1939, and has not been accepted. The total amount paid the contractors to date is $115,621.07, and the retained percentage is $9,105.35.

Very truly yours,

Secretary.

Dict. by J. McFarland.

3214

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON
H. T. HANSEN, PRES.
I. C. ROWLAND, SECY

RECEIVED
JAN 9 - 1940
STATE HIGHWAY COMMISSION

January 8, 1940

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48372 - E. C. HALL CO. to STATE OF OREGON
Silver Lake-Harris Creek Section Fremont Hwy.
FAP Nos. 107-C(2), 136-A(2), 136-D(2), 136-E(20,
1.22 miles grading etc. Lake County, Oregon.

We would greatly appreciate your advices as to whether or not the above captioned contract has been accepted, and if so, what the amount of the final estimate is.

Thanking you for this information, we are,

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By A. Van [illegible]
Surety Bond Dept.

HD

Nov 8 1939
E - $124,724.42
R - $ 9,103.35
Pd - $115,621.07

136-D-2

2192

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED

RECEIVED
JAN 1 - 19

December 27, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 136-D (2), Silver Lake-Picture Rock Pass, Fremont Highway, was made by a representative of this office on December 14, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,

Jm

136-D-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

2192 Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

JAN 3 1940

December 27, 1939

JAN 1 - 19

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 136-D (2), Silver Lake-Picture Rock Pass, Fremont Highway ______, was made by a representative of this office on December 14, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,

Jm

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 19 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO.

Stencil No. 124
Oregon FAP 136-D (2)
Silver Lake-Picture Rock Pass
Fremont Highway

July 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jm

A4pr-39417

Form P. R. 2

State Oregon

Federal Aid Project No. 136-D(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of June, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1927, a project statement, which was approved by the Secretary on the 18th day of February, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D(2) of said project which were recommended for approval by the United States District Engineer on the 3rd day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-eight thousand, two hundred and no/100 dollars ($28,200.00) as the share of the United States payable under said act on account of Section D(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4438+27.1 in the NE 1/4 of Sec. 9, T. 29 S., R. 16 E., of W.M., the north end of Section E(2) of said project, and survey station 5099+00 in the W. 1/2 of Section 23, T. 28 S., R. 14 E., of W.M., at the east end of Section C of said project just east of the town of Silver Lake (excepting therefrom the Paulina Marsh Outlet trestle, 95' in length, and the Murdock Creek trestle, 38' in length), length 12.479 miles, in Lake County, being Section D(2) of Oregon Federal Aid project No. 136, consisting of 12.479 miles of roadway and no bridges, of more than 20 feet clear span.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(2) of said project shall not in any event exceed the sum of twenty-eight thousand, two hundred and no/100 dollars ($28,200.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-six thousand, nine hundred ninety-three and 65/100 dollars ($46,993.65), the approved total estimated cost of Section D(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUN 28 1939, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By ....
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 136-D(2) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 46,993.65 as the total estimated cost of said project, and the sum of $ 28,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of JUN 28 1939
one thousand nine hundred and ____

Secretary of Agriculture,
By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4000

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 14 1939
OREGON
STATE HIGHWAY COMMISSION

136 D-2

June 13, 1939

136-D(2)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing herewith an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications for Oregon Federal Aid Projects Nos. 136-A (2), 136-D (2) and 136-E (2).

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

RECEIVED
JUL [illegible] 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 10, 1939

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed herewith are two copies of the agreement for Oregon Federal Aid Project No. 136-D (2) for the signature of the State Highway Commission. The usual copy of the estimate and specifications are being forwarded from our Regional Office by regular mail, and will be sent you as soon as they are received.

This project involves 1938 funds which will lapse June 30. The agreement should therefore be signed and returned to this office as promptly as possible. If not in conflict with your regular procedure and if it will save time, we suggest that it be sent to Mr. Cabell for signature last. Then, if he will phone us, we will have a messenger pick it up.

You will note that the two bridges are shown as exceptions. If the bituminous surface is to be carried across the decks, please correct the description and the length shown in the agreement.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

Encl.

Signed PA deliv'd to
BPR 6/16/39 by
messenger
JW

RECEIVED
JUN 9 - 1939
FOR FILING

136-D-2

June 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Silver Lake-Picture Rock Pass Section, Project No. FA 136-D (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 136-D (2)

SILVER LAKE-PICTURE ROCK PASS SECTION
OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 6, 1939

All Required		Clearing and Grubbing	$	$ 172.00
50,000	cu. yds.	Excavation, North of Sta. 4590	.16	8,000.00
4,500	yd. mi.	Truck Haul	.14	630.00
2.12	miles	Finishing Roadbed and Slopes	200.00	424.00
150	only	Sight Posts	1.50	225.00
31,000	cu. yds.	Pit-run Gravel Base	.23	7,130.00
146,000	yd. mi.	Hauling Gravel, Truck Measure	.08	11,680.00
1,200	M-gal.	Sprinkling	1.50	1,800.00
12.5	miles	Preparation of Base	90.00	1,125.00
1,550	cu. yds.	Gravel Cover Material	.25	387.50
6,900	yd. mi.	Hauling Cover Material	.10	690.00
364	tons	SC-2 Road Oil in Place	22.00	8,008.00
100	tons	SC-1A Road Oil in Place	24.50	2,450.00
			Subtotal	$ 42,721.50
			10% Engr. & Cont.	4,272.15
			Total	$ 46,993.63

Length of Roadway	12.479 miles
Length of Bridges	.025 mile
Total Length	12.505 miles
Cost per mile, Roadway	$ 3,765.81

Federal Aid Funds Requested- -	$ 28,200.00
State Funds- -	19,793.25
	$ 46,993.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 5 - 19
OREGON
STATE HIGHWAY COMMISSION

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 136-D (2), the Silver Lake-Picture Rock Pass section of the Fremont Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending your certificate that all necessary right of way is acquired.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

April 24, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Silver Lake-Picture Rock Pass Section, Project No. FA 136-D (2).

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 136-D (2)

SILVER LAKE-PICTURE ROCK PASS SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 24, 1939

All Required		Clearing and Grubbing		$ 350.00
50,000	cu. yds.	Excavation, North of Sta. 4590	$ .16	8,000.00
4,500	yd. mi.	Truck Haul	.12	540.00
2.12	miles	Finishing Benched and Slopes	150.00	318.00
150	only	Sight Posts	2.00	300.00
31,000	cu. yds.	Pit-run Gravel Base	.20	6,200.00
146,000	yd. mi.	Hauling Gravel, Truck Measure	.09	13,140.00
1,200	M-gals.	Sprinkling	1.50	1,800.00
12.5	miles	Preparation of Base	100.00	1,250.00
1,550	cu. yds.	Gravel Cover Material	.30	465.00
6,900	yd. mi.	Hauling Cover Material	.09	621.00
364	tons	SC-2 Road Oil in Place	23.00	8,372.00
100	tons	SC-1A Road Oil in Place	20.00	2,000.00
			Subtotal	$ 43,456
			10% Engr. & Cont.	4,345
			Total	$ 47,801

Length of Roadway	12.479 miles
Length of Bridges	.025 mile
Total Length	12.505 miles
Cost per mile, Roadway	$ 3,830

Federal Aid Funds Requested- -	$ 28,680
State Funds- -	19,121
	$ 47,801

PICTURE ROCK PASS-HARRIS CREEK SECTION

PROJECTS NOS. FA 107-C(2), 136-A(2), 136-B(2), 136-D(2)

While negotiation for right of way is in progress, some 15 parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured. It is now believed, however, that the right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 24, 1939

FA 136-D-2

May 2, 1939

C
O
P
Y

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

We are sending, under separate cover, five blueprint copies each of the typical cross-section sheet corrected to indicate the oil surface as a road oil prime coat, for the following projects:

South Unit, Ana Spring-Hunter Hill Section	FA 107-C(2)
North Unit, Ana Spring-Hunter Hill Section	FA 136-A(2)
Silver Lake-Picture Rock Pass Section	FA 136-D(2)
Picture Rock Pass Section	FA 136-E(2)

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

136-D-2

C
O
P
Y

May 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis, by phone, we are enclosing herewith twenty copies of Page 7 of the special provisions for Projects Nos. F.A. 107-C (2), 136-A (2), and 136-D-2 and 136-E (2), which page has been revised to show the correct designation for the excavation items.

Please be advised that oiling is not to be constructed across the bridges on these projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER
Encl.

136-E-2
2192

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

December 27, 1939

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JAN 1 - 19
[illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 136-E (2), Picture Rock Section, Fremont Highway ________________, was made by a representative of this office on December 14, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By
T M Davis
T. M. Davis,
Senior Highway Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUL 19 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124

Oregon FAP 136-E (2)
Picture Rock Pass Sec.
Fremont Highway

July 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

for

Appr-39446

Form P. R. 2

State Oregon

Federal Aid Project No. 136-E(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of June, 1939

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1927, a project statement, which was approved by the Secretary on the 18th day of February, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E(2) of said project which were recommended for approval by the United States District Engineer on the 31 day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, thirty and 00/100 dollars ($8,030.00) as the share of the United States payable under said act on account of Section E(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State, Chapter 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4120+00 in the SW 1/4 of Section 36, T. 29 S., R. 16 E., the north end of Section A of said project, and survey station 4438+27.1 in the NE 1/4 of Section 9, T. 29 S., R. 16 E., the south end of section D(2) of said project, length 5.743 miles, in Lake County, being Section D(2) of Oregon Federal Aid project No. 136, consisting of 5.743 miles of roadway and no bridges, e~~ach~~ of more than 20 feet clear span. ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(2) of said project shall not in any event exceed the sum of eight thousand, thirty and 00/100 dollars ($8,030.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirteen thousand, three hundred seventy-two and 15/100 dollars ($13,372.15), the approved total estimated cost of Section E(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUN 28 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

15

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5512

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 136-E(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 13,372.15 as the total estimated cost of said project, and the sum of $ 8,030.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 28 1939

one thousand nine hundred and ______

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 10, 1939

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed herewith are two copies of the agreement for Oregon Federal Aid Project No. 136-E (2) for the signature of the State Highway Commission. The usual copy of the estimate and specifications are being forwarded from our Regional Office by regular mail, and will be sent you as soon as they are received.

This project involves 1938 funds which will lapse June 30. The agreement should therefore be signed and returned to this office as promptly as possible. If not in conflict with your regular procedure and if it will save time, we suggest that it be sent to Mr. Cabell for signature last. Then, if he will phone us, we will have a messenger pick it up.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

Encl.

Signed PA delivered by
messenger to BPR
6/16/39

RECEIVED
JUN 9 - 1939
FOR FILING

136-E-2

June 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Picture Rock Pass Section, Project No. FA 136-E (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FED

Oregon State Highway Department   Federal Aid Project No. 136-E (2)

PICTURE ROCK PASS SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 6, 1939

All Required		Clearing and Grubbing	$ - -	$ 21.00
30	cu. yds.	Trench Excavation	1.00	30.00
900	cu. yds.	Excavation, South of Sta. 4210	.24	216.00
200	yd. mi.	Truck Haul	.14	28.00
0.26	mile	Finishing Roadbed and Slopes	200.00	52.00
80	lin. ft.	18" Corr. Iron Pipe	1.35	108.00
50	lin. ft.	24" Corr. Iron Pipe	2.00	100.00
100	only	Sight Posts	1.50	150.00
13,500	cu. yds.	Pit-run Gravel Base	.23	3,105.00
36,000	yd. mi.	Hauling Gravel, Truck Measure	.08	2,880.00
570	M-gal.	Sprinkling	1.50	855.00
5.7	miles	Preparation of Base	90.00	513.00
730	cu. yds.	Gravel Cover Material	.25	182.50
2,200	yd. mi.	Hauling Cover Material	.10	220.00
168	tons	SC-2 Road Oil in Place	22.00	3,696.00
			Subtotal	$ 12,156.50
			10% Engr. & Cont.	1,215.65
			Total	$ 13,372.15

Length	5.743 miles
Cost per mile	$ 2,328.42

Federal Aid Funds Requested -	$ 8,030.00
State Funds -	5,342.15
	$ 13,372.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

(ED)

April 24, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Picture Rock Pass Section, Project No. FA 136-E (2).

Copies of revised title sheet will be sent within the next day or so.

One advance copy of special provisions is likewise enclosed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 136-E (2)

PICTURE ROCK PASS SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 24, 1939

All Required		Clearing and Grubbing		$ 50.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
900	cu. yds.	Excavation, South of Sta. 4210	.19	171.00
200	yd. mi.	Truck Haul	.12	24.00
0.26	mile	Finishing Roadbed and Slopes	150.00	39.00
80	lin. ft.	18" Corr. Iron Pipe	2.00	160.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
100	only	Sight Posts	2.00	200.00
13,500	cu. yds.	Pit-run Gravel Base	.20	2,700.00
36,000	yd. mi.	Hauling Gravel, Truck Measure	.09	3,240.00
570	M-gal.	Sprinkling	1.50	855.00
5.7	miles	Preparation of Base	100.00	570.00
730	cu. yds.	Gravel Cover Material	.30	219.00
2,200	yd. mi.	Hauling Cover Material	.09	198.00
168	tons	SC-2 Road Oil in Place	23.00	3,864.00

Subtotal	$ 12,470
10% Engr. & Cont.	1,247
Total	$ 13,717

Length	5.743 miles
Cost per mile	$ 2,388

Federal Aid Funds Requested- -	$ 8,230
State Funds- -	5,487
	$ 13,717

PICTURE ROCK PASS-HARRIS CREEK SECTION

PROJECTS NOS. FA 107-C(2), 136-A(2), 136-B(2), 136-D(2)

While negotiation for right of way is in progress, some 15 parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured. It is now believed, however, that the right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 24, 1939

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 136-E (2), the Picture Rock Pass Section, Fremont Highway, are being recommended for approval as of this date, and you are authorized to advertise for bids, subject to final review and approval of the plans by the Chief of Bureau.

Concurrence in award of contract will be withheld pending your certificate that all necessary right-of-way is acquired.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

FA 136-E-2

May 2, 1939

C
O
P
Y

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

We are sending, under separate cover, five blueprint copies each of the typical cross-section sheet corrected to indicate the oil surface as a road oil prime coat, for the following projects:

South Unit, Ana Spring-Hunder Hill Section	FA 107-C(2)
North Unit, Ana Spring-Hunter Hill Section	FA 136-A(2)
Silver Lake-Picture Rock Pass Section	FA 136-D(2)
Picture Rock Pass Section	FA 136-E(2)

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

Dict. by J. W. Nash/GS

2192

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

December 27, 1939

RECEIVED
JAN 1 - 19

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 107-C (2), South Unit, Ana Spring-Hunter Hill Section, was made by a representative of this office on December 14, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

Tcm

136-E-2

C
O
P
Y

May 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis, by phone, we are enclosing herewith twenty copies of Page 7 of the special provisions for Projects Nos. F.A. 107-C (2), 136-A (2), and 136-D-2 and 136-E (2), which page has been revised to show the correct designation for the excavation items.

Please be advised that oiling is not to be constructed across the bridges on these projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER
Encl.

2192

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

RECEIVED
JAN 5 1940

December 27, 1939

JAN 4 - 1940

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 107-C (2), South Unit, Ana Spring-Hunter Hill Section ____________________, was made by a representative of this office on December 14, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 19 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAP 107-C (2)
S. Unit, Ana Spring-Hunter Hill Sec.
Fremont Highway

July 18, 1939

FAP 107-C-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

A4pr-39288

Form P. R. 2

State Oregon

Federal Aid Project No. 107-C(2)

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of June, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of May, 1924 a project statement, which was approved by the Secretary on the 1st day of July, 1924, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(2) of said project which were recommended for approval by the United States District Engineer on the 31 day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of six thousand, eight hundred eighty and 00/100 dollars ($6,880.00) as the share of the United States payable under said act on account of Section C(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 3680+50, in the NW 1/4 of Section 10, T. 31 S., R. 16 E., W. M., and survey station 3758+20.3, in the SE 1/4 of Section 34, T. 30 S., R. 16 E., W. M., the south end of Project 136-A(2)

, length 1.471 miles, in Lake County, being Section C(2) of Oregon Federal Aid project No. 107, consisting of 1.471 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of miles in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6516

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(2) of said project shall not in any event exceed the sum of six thousand, eight hundred eighty and 00/100 dollars ($6,880.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eleven thousand, four hundred sixty and 90/100 dollars ($11,460.90), the approved total estimated cost of Section C(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUN 23 1939, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

ESB

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5513

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 107-C(2) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 11,460.90 as the total estimated cost of said project, and the sum of $ 6,880.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 23 1939

one thousand nine hundred and ______

SECRETARY OF AGRICULTURE,

By ______

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 14 1939
OREGON
STATE HIGHWAY COMMISSION

107-C-2

June 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon F.A.P. No. 107-C (2)

We are enclosing herewith an approved copy of detail estimate, upon which the agreement was based, together with approved copy of specifications for the above project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encls.

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are two copies of the agreement for Oregon Federal Aid Project No. 107-C (2), for the signature of the State Highway Commission.

As this project involves the use of 1938 funds which will lapse on June 30, it is requested that the agreement be signed and returned to this office as soon as possible.

The agreement estimate and specifications are being returned from our Regional Office by regular mail and will be sent you as soon as they are received.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Sign'd P.A. delivered to
BPR by messenger
6/16/39
Jon

RECEIVED
JUN 9 - 1939
FOR FILING

107-C-2

June 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the South Unit, Ana Spring-Hunter Hill Section, Project No. 107-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 107-C (2)

SOUTH UNIT, ANA SPRING-HUNTER HILL SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 6, 1939

Extension of Project (Sta. 3680+50 to 3714+75)

All Required		Clearing and Grubbing	$ - -	$ 53.00
350	cu. yds.	Trench Excavation	1.00	350.00
7,500	cu. yds.	Excavation, South of Sta. 4210	.24	1,800.00
250	yd. mi.	Truck Haul	.14	35.00
0.65	mile	Finishing Roadbed and Slopes	200.00	130.00
90	lin. ft.	12" Corr. Iron Pipe	1.00	90.00
180	lin. ft.	18" Corr. Iron Pipe	1.35	243.00
80	lin. ft.	36" Corr. Iron Pipe	4.50	360.00
40	lin. ft.	Salvaging Culvert Pipe	.50	20.00
10	only	Sight Posts	1.50	15.00
2,200	cu. yds.	Pit-run Gravel Base	.23	506.00
3,500	yd. mi.	Hauling Gravel, Truck Measure	.08	280.00
70	M-gal.	Sprinkling	1.50	105.00
0.6	mile	Preparation of Base	90.00	54.00
80	cu. yds.	Gravel Cover Material	.25	20.00
180	yd. mi.	Hauling Cover Material	.10	18.00
18	tons	SC-2 Road Oil	22.00	396.00
			Subtotal	$ 4,475.00
			10% Engr. & Cont.	447.50
			Total	$ 4,922.50

Length 0.648 mile
Cost per mile $ 7,596.45

Original Project (Sta. 3714+75 to 3758+20.3)

All Required		Clearing and Grubbing	$ - -	$ 67.00
150	cu. yds.	Trench Excavation	1.00	150.00
10,100	cu. yds.	Excavation, South of Sta. 4210	.24	2,424.00
2,450	yd. mi.	Truck Haul	.14	343.00
0.82	mile	Finishing Roadbed and Slopes	200.00	164.00
230	lin. ft.	12" Corr. Iron Pipe	1.00	230.00
290	lin. ft.	18" Corr. Iron Pipe	1.35	391.50
150	lin. ft.	Salvaging Culvert Pipe	.50	75.00

Oregon State Highway Department   Federal Aid Project No. 107-C (2)

SOUTH UNIT, ANA SPRING-SUMMER HILL SECTION
OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 6, 1939

Extension of Project (Sta. 3680+50 to 3714+75)

All Required		Clearing and Grubbing	$ - -	$ 53.00
350	cu. yds.	Trench Excavation	1.00	350.00
7,500	cu. yds.	Excavation, South of Sta. 4210	.24	1,800.00
250	yd. mi.	Truck Haul	.14	35.00
0.65	mile	Finishing Roadbed and Slopes	200.00	130.00
90	lin. ft.	12" Corr. Iron Pipe	1.00	90.00
180	lin. ft.	18" Corr. Iron Pipe	1.35	243.00
80	lin. ft.	36" Corr. Iron Pipe	4.50	360.00
40	lin. ft.	Salvaging Culvert Pipe	.50	20.00
10	only	Sight Posts	1.50	15.00
2,200	cu. yds.	Pit-run Gravel Base	.23	506.00
3,500	yd. mi.	Hauling Gravel, Truck Measure	.08	280.00
70	M-gal.	Sprinkling	1.50	105.00
0.6	mile	Preparation of Base	90.00	54.00
80	cu. yds.	Gravel Cover Material	.25	20.00
180	yd. mi.	Hauling Cover Material	.10	18.00
18	tons	SC-2 Road Oil	22.00	396.00
		Subtotal		$ 4,475.00
		10% Engr. & Cont.		447.50
		Total		$ 4,922.50

Length	0.648 mile
Cost per mile	$ 7,596.45

Original Project (Sta. 3714+75 to 3758+20.3)

All Required		Clearing and Grubbing	$ - -	$ 67.00
150	cu. yds.	Trench Excavation	1.00	150.00
10,100	cu. yds.	Excavation, South of Sta. 4210	.24	2,424.00
2,450	yd. mi.	Truck Haul	.14	343.00
0.82	mile	Finishing Roadbed and Slopes	200.00	164.00
230	lin. ft.	12" Corr. Iron Pipe	1.00	230.00
290	lin. ft.	18" Corr. Iron Pipe	1.35	391.50
150	lin. ft.	Salvaging Culvert Pipe	.50	75.00

10	cu. yds.	Cement Rubble Masonry	$ 20.00	$ 200.00
15	only	Sight Posts	1.50	22.50
2,700	cu. yds.	Pit-run Gravel Base	.23	621.00
6,000	yd. mi.	Hauling Gravel, Truck Measure	.08	480.00
80	M-gal.	Sprinkling	1.50	120.00
0.9	mile	Preparation of Base	90.00	81.00
100	cu. yds.	Gravel Cover Material	.25	25.00
220	yd. mi.	Hauling Cover Material	.10	22.00
24	tons	SC-2 Road Oil	22.00	528.00
			Subtotal	$ 5,944.00
			10% Engr. & Cont.	594.40
			Total	$ 6,538.40

Length 0.823 mile
Cost per mile $ 7,944.59

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Extension	$ 4,922.50	$ 2,955.00	$ 1,967.50
Original Project	6,538.40	3,925.00	2,613.40
	$ 11,460.90	$ 6,880.00	$ 4,580.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929
State Funds for Maintenance: Chap. 41, laws 1927

107-C-2

May 9, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

It has been noted that the total for the quantities of 12" corrugated iron pipe for the portions on the original project and the extension does not check the total quantity for Project No. FA 107-C(2).

Accordingly, we are enclosing herewith seven copies of corrected estimate to accompany plans and specifications. Five blueprint copies of the corrected summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

MAY 5 '38
FOR FILING

107-C

May 5, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of modified agreement for the South Unit, Ana Spring-Hunter Hill Section, Project No. FA 107-C.

Please be advised that the project will be further improved by the placing of a durable and dustless top course when required by traffic conditions.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

107-C-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 5 - 19
STATE HIGHWAY COMMISSION

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 107-C (2), the South Unit of the Ana Spring-Hunter Hill Section of the Fremont Highway, are being recommended for approval as of this date, and you are authorized to advertise for bids, subject to final review and approval of the plans by the Chief of Bureau.

Concurrence in award of contract will be withheld pending your certificate that all necessary right-of-way is acquired.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Oregon State Highway Department Federal Aid Project No. 107-C(2)

SOUTH HALF, ANA SPRING-HUNTER HILL SECTION
OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 9, 1939

Extension of Project (Sta. 3660+50 to 3714+75)

All Required		Clearing and Grubbing	$ - -	$ 100.00
330	cu. yds.	Trench Excavation	1.00	330.00
7,500	cu. yds.	Excavation, South of Sta. 4210	.19	1,425.00
250	yd. mi.	Truck Haul	.12	30.00
0.65	mile	Finishing Roadbed and Slopes	150.00	97.50
90	lin. ft.	12" Corrugated Iron Pipe	1.00	90.00
180	lin. ft.	18" Corrugated Iron Pipe	2.00	360.00
80	lin. ft.	36" Corrugated Iron Pipe	5.00	400.00
40	lin. ft.	Salvaging Culvert Pipe	.60	24.00
20	only	Sight Posts	2.00	40.00
2,200	cu. yds.	Pit-run Gravel Base	.20	440.00
3,500	yd. mi.	Hauling Gravel, Truck Measure	.09	315.00
70	M-gals.	Sprinkling	1.50	105.00
0.6	mile	Preparation of Base	100.00	60.00
80	cu. yds.	Gravel Cover Material	.30	24.00
180	yd. mi.	Hauling Cover Material	.09	16.20
18	tons	SC-2 Road Oil	23.00	414.00
			Subtotal	$ 4,270
			10% Engr. & Cont.	427
			Total	$ 4,697

Length 0.648 mile
Cost per mile $ 7,248

Original Project (Sta. 3714+75 to 3758+20.3)

All Required		Clearing and Grubbing	$ - -	$ 150.00
150	cu. yds.	Trench Excavation	1.00	150.00
10,100	cu. yds.	Excavation, South of Sta. 4210	.19	1,919.00
2,450	yd. mi.	Truck Haul	.12	294.00
0.82	mile	Finishing Roadbed and Slopes	150.00	123.00
230	lin. ft.	12" Corrugated Iron Pipe	1.00	230.00
290	lin. ft.	18" Corrugated Iron Pipe	2.00	580.00
150	lin. ft.	Salvaging Culvert Pipe	.60	90.00
10	cu. yds.	Cement Rubble Masonry	15.00	150.00

15	only	Sight Posts	$ 2.00	$ 30.00
2,700	cu. yds.	Pit-run Gravel Base	.20	540.00
6,000	yds. mi.	Hauling Gravel, Truck Measure	.09	540.00
80	M-gals.	Sprinkling	1.50	120.00
0.9	mile	Preparation of Base	100.00	90.00
100	cu. yds.	Gravel Cover Material	.30	30.00
220	yds. mi.	Hauling Cover Material	.09	19.80
24	tons	SC-2 Road Oil	23.00	552.00
			Subtotal	$ 5,607
			10% Engr. & Cont.	560
			Total	$ 6,167

Length 0.823 mile
Cost per mile $ 7,493

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Extension	$ 4,697	$ 2,821	$ 1,876
Original Project	6,176	3,709	2,467
	$ 10,873	$ 6,530	$ 4,343

Oregon State Highway Department Federal Aid Project No. 107-C (2)

SOUTH UNIT, ANA SPRING-HUNTER HILL SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, April 24, 1939.

Extension of Project (Sta. 3680+50 to 3714+75)

All Required		Clearing and Grubbing		$ 100.00
350	cu. yds.	Trench Excavation	$1.00	350.00
7,500	" "	Excavation, South of Sta. 4210	.19	1,425.00
250	yd. mi.	Truck Haul	.12	30.00
0.65	mile	Finishing Roadbed & Slopes	150.00	97.50
90	lin. ft.	12" Corrugated Iron Pipe	1.00	90.00
180	" "	18" " " "	2.00	360.00
80	" "	36" " " "	5.00	400.00
40	" "	Salvaging Culvert Pipe	.60	24.00
10	only	Sight Posts	2.00	20.00
2,200	cu. yds.	Pit-run Gravel Base	.20	440.00
3,500	yd. mi.	Hauling Gravel, Truck Measure	.09	315.00
70	M-Gals.	Sprinkling	1.50	105.00
0.6	mile	Preparation of Base	100.00	60.00
80	cu. yds.	Gravel Cover Material	.30	24.00
180	yd. mi.	Haulin- " "	.09	16.20
18	tons	SC-2 Road Oil	23.00	414.00
			Sub-total............	$4,270.
			10% Engr. & Cont.....	427.
			Total................	$4,697.

Length 0.648 mile
Cost per mile - $7,248.

Original Project (Sta. 3714+75 to 3758+20.3)

All Required		Clearing and Grubbing		$ 150.00
150	cu. yds.	Trench Excavation	$1.00	150.00
10,100	" "	Excavation South of Sta. 4210	.19	1,919.00
2,450	yd. mi.	Truck Haul	.12	294.00
0.82	mile	Finishing Roadbed & Slopes	150.00	123.00
330	lin. ft.	12" Corrugated Iron Pipe	1.00	330.00
290	" "	18" " " "	2.00	580.00
150	" "	Salvaging Culvert Pipe	.60	90.00
10	cu. yds.	Cement Rubble Masonry	15.00	150.00
15	only	Sight Posts	2.00	30.00
2,700	cu. yds.	Pit-run Gravel Base	.20	540.00
6,000	yd. mi.	Hauling Gravel Truck Measure	.09	540.00

80	M-Gals.	Sprinkling	$1.50	$ 120.00	
0.9	mile	Preparation of Base	100.00	90.00	
100	cu. yds.	Gravel Cover Material	.30	30.00	
220	yd. mi.	Hauling Cover Material	.09	19.80	
24	tons	SC-2 Road Oil	23.00	552.00	
			Sub-total..........	$5,707.	5607
			10% Engr. & Cont...	570.	560
			Total..............	$6,277.	6167

Length 0.823 mile
Cost per mile - $7,626. [illegible]

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Extension	$ 4,697	$ 2,821	$ 1,876
Original Project	6,277 6176	3,769 3707	2,508 2467
	~~$10,974~~	$ 6,590	~~$ 4,384~~
	10873	6530	4342

107-C-2

May 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five blueprint copies each of the typical cross-section sheet corrected to indicate the oil surface as a road oil prime coat, for the following projects:

South Unit, Ana Spring-Hunter Hill Section	FA 107-C(2) ✓
North Unit, Ana Spring-Hunter Hill Section	FA 136-A(2)
Silver Lake-Picture Rock Pass Section	FA 136-D(2)
Picture Rock Pass Section	FA 136-E(2)

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

107C-2

May 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis, by phone, we are enclosing herewith twenty copies of Page 7 of the special provisions for Projects Nos. F. A. 107-C (2), 136-A (2), 136-D (2) and 136-E (2), which page has been revised to show the correct designation for the excavation items.

Please be advised that oiling is not to be constructed across the bridges on these projects.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Finishing work of the kind described above will be required and will be paid for on only those portions of the project on which regrading or new roadbed construction work is to be performed as hereinbefore specified.

Measurement and Payment:

Except as otherwise herein specified, the basis of measurement and payment for earthwork performed under this contract shall be as stated in the standard specification. The pay items for earthwork will be as follows:

1. Trench Excavation
2. Excavation North of Station 4590
3. Excavation South of Station 4210
4. Truck Haul
5. Finishing Roadbed and Slopes

SIX-INCH PERFORATED CONCRETE PIPE

The six-inch perforated concrete pipe required in connection with this project shall be furnished, placed and paid for in accordance with the standard specification for "Perforated Concrete Pipe Drains" given in Section 30 of the standard specification form. The pay items shall be as follows:

1. Trench Excavation
2. 6-inch Perforated Concrete Pipe
3. Gravel or Rock Backfill in Drains

The pay excavation for trenches for the perforated concrete pipe shall be limited to a width of one and one-half (1½) feet.

CULVERT PIPE

Specifications:

The culvert pipe to be furnished and installed on the project shall be furnished, placed and paid for in accordance with the standard specifications for "Corrugated Iron Pipe Culverts" as given in Sections 27 and 52 of the standard specification form, except as those specifications are modified and supplemented by the provisions which follow.

Asphalt Coating for Corrugated Iron Pipe:

All corrugated iron pipe to be furnished under this contract shall be coated with asphalt in the manner specified in Section 52 of the standard specification form.

107-C-2

April 24, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the S. Unit, Ana Spring-Hunter Hill Section, Project No. FA 107-C (2).

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

APR 1 1938
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. FAP 107-C

POST OFFICE BUILDING
PORTLAND, OREGON

April 16, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed modification of the project agreement for Oregon F.A.P. No. 107-C, South Unit, Ana Spring-Hunter Hill Section of the Fremont Highway, for signature and return to this office. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of the specifications.

The Regional Office has made the same conditional approval as on F.A.P. 107-A. As we stated in our letter of April 14, 1938, forwarding the draft of the agreement for F.A.P. 107-A, the situation in the two projects is identical and it is requested that the letter returning the signed agreement should carry a statement that you will agree "to place a durable and dustless top course when required by traffic conditions".

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Encl.

Ron

RECEIVED FEB 26 1938 F.

FA 107-C

February 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the South Unit, Ana Spring-Hunter Hill Section, F. A. Project No. 107-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department | Federal Aid Project No. 107-C

SOUTH UNIT, ANA SPRING-HUNTER HILL SECTION

OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, February 3, 1938

COMPLETED FEDERAL AID WORK

Final Cost, Roadway - $ 24,294.[illegible]
Federal Aid Paid, Roadway - $ 14,891.29
Length - 5.486 miles

NEW WORK

Original Project (Sta. 3403+00 to 3652+15.5 = 3656+69.4)

All Required		Clearing and Grubbing		$ 341.00
130	cu. yds.	Trench Excavation	$ 0.75	97.50
48,400	cu. yds.	Excavation, Single Classif.	0.20	9,680.00
43,700	yd. sta.	Overhaul	0.01	437.00
4,900	yd. mi.	Truck Haul	0.09	441.00
4.69	miles	Finishing Roadbed and Slopes	140.00	656.60
3,500	lin. ft.	Rounding Cutbanks	0.09	315.00
240	lin. ft.	12" Corr. Iron Pipe	1.00	240.00
530	lin. ft.	18" Corr. Iron Pipe	1.50	795.00
270	lin. ft.	Salvaging Culvert Pipe	0.40	108.00
17,330	cu. yds.	Gravel Topping	0.25	4,332.50
40,150	yd. mi.	Hauling Gravel Topping	0.07	2,810.50
1,550	cu. yds.	Filler	0.35	542.50
3,100	yd. mi.	Hauling Filler	0.07	217.00
700	M-Gal.	Sprinkling	1.25	875.00
4.69	miles	Preparation of Base	100.00	469.00
146	tons	No. 2 Road Oil in Place	21.00	3,066.00
730	cu. yds.	Gravel Cover Material	0.25	182.50
1,820	yd. mi.	Hauling Cover Material	0.10	182.00
			Subtotal	$ 25,788
			10% Engr. & Cont.	2,578
			Total	$ 28,366

Length	4.687 miles
Cost per mile	$ 6,052

Extension (Sta. 3656+69.4 to 3680+50)

All Required		Clearing and Grubbing		$ 33.00
170	cu. yds.	Trench Excavation	$ 0.75	127.50
4,600	cu. yds.	Excavation, Single Classif.	0.20	920.00
2,300	yd. sta.	Overhaul	0.01	23.00
300	yd. mi.	Truck Haul	0.09	27.00
0.45	mile	Finishing Roadbed and Slopes	140.00	63.00
60	lin. ft.	12" Corr. Iron Pipe	1.00	60.00
20	lin. ft.	18" Corr. Iron Pipe	1.50	30.00
30	lin. ft.	24" Corr. Iron Pipe	2.35	70.50
1,670	cu. yds.	Gravel Topping	0.25	417.50
3,850	yd. mi.	Hauling Gravel Topping	0.07	269.50
150	cu. yds.	Filler	0.35	52.50
300	yd. mi.	Hauling Filler	0.07	21.00
60	M-Gal.	Sprinkling	1.25	75.00
0.45	mile	Preparation of Base	100.00	45.00
14	tons	No. 2 Road Oil in Place	21.00	294.00
70	cu. yds.	Gravel Cover Material	0.25	17.50
180	yd. mi.	Hauling Gravel Cover	0.10	18.00
			Subtotal	$ 2,564
			10% Engr. & Cont.	256
			Total	$ 2,820

Length	0.450 mile
Cost per mile	$ 6,266

SEGREGATION OF FUNDS

Item	Total Cost	Regular Federal Aid Funds	State Funds
Original Project	$ 28,366	$ 17,309	$ 11,057
Extension	2,820	1,721	1,099
	$ 31,186	$ 19,030	$ 12,156

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 17 1937
OREGON
STATE HIGHWAY COMMISSION

November 15, 1937

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 107-C, south unit of the Ana Spring-Hunter Hill section of the Fremont Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief Engineer of the Bureau.

It is requested that revised title sheets be furnished showing the exception to the original project between Stations 3652+99.6 and 3714+00, and the extension over the exception from 3652+99.6 to 3680+50.

In submitting the project agreement estimate, please show the length of the completed Federal Aid work as 5.486 miles instead of 6.642 miles, which is incorrect, and also the quantities for the extension should be segregated from reopened portion.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

3656+69.6
3652+99.6
3+69.9

3680+15.5
3+69.4
3676+47.1

3648+48' (orig. beg. 3652+99.6)

RECEIVED
FEB 26 1938
FOR FILING

November 12, 1937

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the South Unit, Ana Spring-Hunter Hill Section, F. A. Project No. 107-C.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GG

Encl.

Oregon State Highway Department   Federal Aid Project No. 107-C

SOUTH UNIT, ANA SPRING-HUNTER HILL SECTION
OF THE FREMONT HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for modified agreement.)

Salem, Oregon, November 12, 1937

COMPLETED FEDERAL AID WORK

Final Cost, Roadway- -	$ 24,294.68
Federal Aid Paid, Roadway- - - - - - - - - - - - - - - - - - - -	$ 14,891.20
Length -	6.642 miles

NEW WORK

Roadway (Sta. 3407+00 to 3680+50)

All Required		Clearing and Grubbing		$ 600.00
300	cu. yds.	Trench Excavation	$ 1.00	300.00
53,000	cu. yds.	Excavation, Single Classif.	.23	12,190.00
46,000	yd. sta.	Overhaul	.01	460.00
5,200	yd. mi.	Truck Haul	.12	624.00
5.14	miles	Finishing Roadbed and Slopes	200.00	1,028.00
3,500	lin. ft.	Rounding Cutbanks	.10	350.00
300	lin. ft.	12" Corr. Iron Pipe	1.50	450.00
550	lin. ft.	18" Corr. Iron Pipe	2.25	1,237.50
30	lin. ft.	24" Corr. Iron Pipe	3.60	108.00
270	lin. ft.	Salvaging Culvert Pipe	.75	202.50
19,000	cu. yds.	Gravel Topping	.30	5,700.00
44,000	yd. mi.	Hauling Gravel Topping	.10	4,400.00
1,700	cu. yds.	Filler	.30	510.00
3,400	yd. mi.	Hauling Filler	.12	408.00
760	M-Gal.	Sprinkling	1.50	1,140.00
5.14	miles	Preparation of Base	150.00	771.00
160	tons	No. 2 Road Oil in Place	27.50	4,400.00
800	cu. yds.	Gravel Cover Material	.50	400.00
2,000	yd. mi.	Hauling Cover Material	.12	240.00
			Subtotal	$ 35,519
			10% Engr. & Cont.	3,551
			Total	$ 39,070

Length	5.138 miles
Cost per mile	$ 7,604

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - -	$ 23,840
State Funds- -	15,230
	$ 39,070

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

RECEIVED
OCT 14 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 107-C, Anna Springs-Hunters Hill section, Fremont Highway, was made by a representative of this office on September 23, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

RECEIVED

Appr. 4148

Section C,
Oregon Federal Aid Project No. 107.

7-C

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 23, 1928, by the State Highway Commission of Oregon, and on September 21, 1928, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section C of Oregon Federal Aid Project No. 107; and

WHEREAS, the plans and specifications previously approved for said Section C provided for the construction of 5.486 miles of graded road, in Lake County, for which the estimate approved was $26,412.10, and $16,441.53 Federal funds were set aside to the credit of said Section C; and

WHEREAS, the construction of said Section C in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $24,294.68, and voucher in the sum of $14,891.20 has been passed for payment as the share of the Federal Government on said Section C; and

WHEREAS, the said State Highway Commission now requests a reopening of said Section C and a revision of the plans, specifications and estimate approved therefor to provide for reconstruction on improved alignment from survey station 3403+00, the southern terminus, to survey station 3648+46.1 (originally 3652+99.6), and for extension of the project from survey station 3648+46.1 to survey station 3680+50, thereby increasing its length from 5.486 miles to 6.002 miles, at an estimated cost of $31,186.00; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from the previous actual cost of $24,294.68 to $55,480.68, and that the Federal funds approved and set aside to the credit of said Section C be increased from the previous actual payment of $14,891.20 to $33,921.20:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of thirty-three thousand, nine hundred twenty-one and 20/100 dollars ($33,921.20) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Clause (a) of Article I shall read:

> "(a) By the State from Chap. 175, Laws of 1917; Chap. 31, Laws of 1920."

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:

"Between survey station 3403+00 at the north end of Section A of said project in Sec. 2, T. 32 S., R. 16 E., and survey station 3760+00 in Sec. 34, T. 30 S., R. 16 E. (excepting therefrom that portion between survey stations 3680+50 and 3714+00), length 6.002 miles, in Lake County, being Section C of Oregon Federal Aid Project No. 107, consisting of 6.002 miles of roadway and no bridges of more than 20 feet clear span."

Article III shall be revised to read:

"Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of thirty-three thousand, nine hundred twenty-one and 20/100 dollars ($33,921.20), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-five thousand, four hundred eighty and 68/100 dollars ($55,480.68), the approved total estimated cost of Section C of said project."

The second paragraph of Article V shall be and is hereby stricken out.

Article VI shall read:

> "Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
>
> "The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 28th day of April, 1938, and the Secretary of Agriculture on the 4th day of June, 1938.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By F L Tou Velle
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By W. W. McLeary
Acting Chief, Bureau of Public Roads.

Section C,
Oregon Federal Aid Project No. 107

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 107-C, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 55,480.68 in lieu of the previous actual payment of $14,891.20 as the total estimated cost of said project, and the sum of $ 33,921.20 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of June one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1934 8—4629

Form E-1—5M—6-39

107-6-4

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 16, 1939

Section Silver Lake-Fort Rock

Kind of work Grading, Surfacing & Oiling

Highway Fremont

Section prefix 19-1108

Contractor E. C. Hall Co.

Contract number 2192

Date of contract June 9, 1939

Date of completion Sept. 30, 1939

Date work started June 19, 1939

Estimated date of completion , 19

Amount of contract $ 121378.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 123300.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ [illegible], [illegible] %

Date project was completed October 6, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate completed and shipped to Division [illegible].

1"-100' construction map has not been completed.

Final report.

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

RECEIVED
DEC 18 1939

Signed John T. Burch

Address Lakeview

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.22	26.5		26.5	
Miles partially completed					
Miles completed	9.22	26.5		26.5	
Total estimated quantities	113500.	72800.	12200.	872.	
Estimated quantities moved or placed to date	118969.	71921.	12926.	896.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUN 24 1939
FOR FILING

107-C-2

June 23, 1939

E. C. HALL COMPANY
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2192 which was awarded to you by the State Highway Commission on June 9, 1939, for grading, surfacing, and oiling the Silver Lake-Harris Creek Section of the Fremont Highway, in Lake County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

[illegible]
JUN 24

107-C-2

June 23, 1939

MARYLAND CASUALTY COMPANY
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2192 which was awarded to E. C. Hall Company by the State Highway Commission on June 9, 1939, for the grading, surfacing, and oiling of the Silver Lake-Harris Creek Section of the Fremont Highway, in Lake County.

This copy is for your records and files inasmuch as you are the surety for the contractor on this job.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 14 1939
FOR FILING

107-C-2

June 13, 1939

E. C. Hall Company,
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2192 which was awarded to you on June 9, 1939, covering the grading, surfacing, and oiling of the Silver Lake-Harris Creek Section of the Fremont Highway, in Lake County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be sent to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work in connection with this contract in strict conformance thereto.

Your special attention is also called to the page immediately preceding the blue, printed special provisions which page relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

RECEIVED
OCT 10 1939
FOR FILING

42

107-C-2

June 10, 1939

E. C. HALL COMPANY
1160 Grant Street
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, you are advised that the State Highway Commission awarded to you on June 9 the contract for grading, surfacing, and oiling and furnishing crushed gravel in stock piles on, the Silver Lake-Harris Creek Section of the Fremont Highway, in Lake County. This award was based on your bid of $121,378.00 submitted on May 18, 1939.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HC:MBL

cc - S. H. Probert

See original

M

ICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM	☒	FULL RATE CABLE	☐
DAY LETTER	☐	DEFERRED CABLE	☐
NIGHT MESSAGE	☐	NIGHT CABLE LETTER	☐
NIGHT LETTER	☐	RADIOGRAM	☐
SHIP RADIOGRAM	☐		

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

Files

SALEM OREGON JUNE 10 1939

E. C. HALL COMPANY
1160 GRANT STREET
EUGENE OREGON

STATE HIGHWAY COMMISSION AWARDED YOU ON JUNE NINE CONTRACT FOR SILVER LAKE HARRIS CREEK SECTION OF FREMONT HIGHWAY IN LAKE COUNTY BASED ON YOUR LOW BID SUBMITTED MAY EIGHTEEN. CONTRACT FORMS FOLLOW SHORTLY.

STATE HIGHWAY COMMISSION
H. B. GLAISYER, SECRETARY

LYNCH

631P

STOP ALL RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

Mackay Radio — All America Cables
Commercial Cables — Canadian Pacific Telegraphs

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16 Dbl

55RW 38 GOVT NL

NX PORTLAND ORE JUN 9 1939

R H BALDOCK
6
STATE HIGHWAY ENGR SALEM ORE

THIS WILL CONSTITUTE OUR CONCURRENCE IN AWARD OF CONTRACT AS OF THIS DATE TO E C HALL COMPANY LOW BIDDERS ON OREGON FEDERAL AID PROJECTS 107-C (2), 136-A (2), 136-D (2) AND 136-E (2)

LYNCH

631P

STOP ALL RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT   NEWCOMB CARLTON, CHAIRMAN OF THE BOARD   J. C. WILLEVER, FIRST VICE-PRESIDENT

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 9, 1939

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WE REQUEST CONCURRENCE IN AWARD OF CONTRACTS TODAY AS FOLLOWS STOP ROSEBURG-SHADY POINT GRADING AND PAVING CONTRACT TO BERKE BROTHERS STOP SILVER LAKE-HARRIS CREEK SURFACING AND OILING CONTRACT TO E. C. HALL COMPANY STOP ALL RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

RECEIVED
JUN 9 - 1939
FOR FILING

107-C-2

June 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

As suggested in your telegram dated June 5th, we are submitting estimates to be used as the bases for the project agreements for Projects 107 (2), 136-A (2), 136-D (2) and 136-E (2).

The prices incorporated in these estimates are the prices bid by the low bidder. The contract, as you are aware, has not yet been awarded, but the right of way matters which are delaying the award are nearing settlement, and we expect to be in position to make the award within the next very few days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS · CABLEGRAMS · RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16L 29 R AR 90 GOVT DL

NX PORTLAND OGN 234 PM JUNE 5TH 1939

R H BALDOCK
19 STATE HIGHWAY ENGR SALEM OGN

OUR RECORDS SHOW FOLLOWING PROJECTS TO BE FINACED FROM 1938 FUNDS AND FOR WHICH AGREEMENT ESTIMATES HAVE NOT BEEN RECEIVED. 107-C (2) , 136-A(2) , 136-D (2) AND 136-E(2). AS CONTRACTS NOT AWARDED IT IS SUGGESTED SEVEN COPIES OF PRELIMINARY ESTIMATE FOR EACH PROJECT BE SUBMITTED FOR AGREEMENT PURPOSES. THIS MUST BE DONE IMMEDIATELY OR WE SHOULD HAVE ADVICE FROM YOU AS TO WHICH 1939 PROJECTS FOR WHICH AGREEMENTS ARE DRAWN YOU DESIRE TRANSFERRED TO 1938 PROGRAM TO PREVENT LOSS OF FEDERAL AID FUNDS TO OREGON.

LYNCH
303P

[illegible] (2)

[illegible]

RECEIVED
MAY 3 - 1939
FOR FILING

Const
Proj
Prin

May 1, 1939

Mr. W. H. Lynch
District Engineer -
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Laboratory reports covering tests made on gravel from the pits proposed to be used in connection with the Silver Lake-Harris Creek Project are being submitted herewith.

This is in compliance with the request made in your telegram of even date.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

RECEIVED
MAY 3 - 1939
FOR FILING

FA 107-C

May 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

This letter is to give you our assurance that durable and dustless wearing surface courses will be placed on the projects listed below when such wearing surface courses are required by traffic.

✓FA 107-C (2) S. Unit, Anna Springs-Hunter Hill
FA 136-A (2) N. Unit, " " " "
FA 136-D (2) Silver Lake-Picture Rock Pass
FA 136-E (2) Picture Rock Pass Section

Very truly yours,

R. H. Baldock
State Highway Engineer

PICTURE ROCK PASS-HARRIS CREEK SECTION

PROJECTS NOS. PA 107-C(2), 136-A(2), 136-B(2), 136-D(2)

While negotiation for right of way is in progress some 15 parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured. It is now believed, however, that the right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 24, 1939

RM 2-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

APR 1

April 11th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED

Dear Sir:

Replying to your letter of the 7th instant relative to additional information on the Silver Lake-Harmia Creek section of the Fremont Highway we wish to advise as follows:

1. The excavation between Station 4195 and Station 4208+75 should be considered unclassified excavation in Unit #2.

2. Resident Engineer Burch advises that we should disregard the old plans and not include the culverts shown at Station 4590+21 and Station 4704+00.

3. We are enclosing the U. S. Bureau of Public Roads' sketch of paved culvert inlets. The irrigation water comes down over the cut slope and it is our recommendation that we use Type #1 as illustrated.

4. The 400 sight posts recommended should be divided to the Federal Aid sections as follows:

FA 107-C	3680+50	to	3758+20.3	25	sight	posts
FA 136-A	3758+20.3	"	4120+00	125	"	"
FA 136-E	4120+00	"	4438+27.1	100	"	"
FA 136-D	4438+27.1	"	5099+00	150	"	"

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓

FORM 2-A-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Project
Primary

February 7th, 1939

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The Silver Lake-Harris Creek Section can be let in the near future. Please devote every attention to the completion of the surveys and the preparation of plans and specifications. Apparently there will be money available for a few more projects this spring, and those projects on hand will be given preference.

Descriptions and plans should also be completed on the Bend Grade Separation and specifications for our portion of the work forwarded. If Mr. Gould is not able to devote his attention to this project, please make arrangements to have it finished up by someone else.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-A ... 3M 3-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 28 1939
FOR FILING

Projects
[illegible]

January 25,1939.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

The right of way descriptions map, field notes, profile and coordinate sheets for the Harris Creek-Picture Rock Pass Section of the Fremont Highway have been received.

It is the understanding of the writer that this project is to be extended north to the town of Silver Lake and that additional right of way will be necessary. The description sent in will be checked but do not believe the right of way department will want to assign a man to this project until all the descriptions are in. The balance of the project should be submitted at your early convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas.E. Low
H
CC to
C.B. McCullough ✓

CONTRACT# [redacted] 2193

FA 78-C-3 Roseburg-Shady Point Sec., 1939
Pacific Hwy.

#2193

RECEIVED
MAY 9 - 1940
FOR FILING

78-C-3

May 8, 1940

STANDARD OIL COMPANY OF CALIFORNIA
Portland, Oregon

Attention Mr. C. D. Everett, Credit Division

Gentlemen:

This is to acknowledge your letter of May 7 concerning Contract No. 2193, Roseburg-Shady Point Section of the Pacific Highway, in Douglas County.

You are advised that this contract was completed on February 23 and was accepted by the State Highway Commission on March 22, 1940. Final payment will be made within the next few days.

This contract was awarded to and the work was performed by Berke Brothers and not the Mountain States Construction Company, as mentioned in your letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

STANDARD OIL COMPANY OF CALIFORNIA

[illegible]IVED

OFFICE
8th FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 380

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

PORTLAND, ORE.

May 7, 1940

Mt. States Const. Co.
Eugene, Oregon

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

We have furnished petroleum products to the subject contractors which were used in connection with their contract number 2193 for the improvement of the Shady Point Section of the Pacific Highway south of Roseburg, and are interested in learning the date that the contract was officially accepted by the State, also the date and amount of the last payment which the contractors have received.

For your convenience in replying we have enclosed a stamped, addressed envelope.

Very truly yours

STANDARD OIL COMPANY OF CALIFORNIA

By C D Everett
Credit Division

CDE:LP

[illegible]

SEE THE GOLDEN GATE INTERNATIONAL EXPOSITION · MAY 25 — SEPTEMBER 29, 1940

RECEIVED
MAY 2 1940
FOR FILING

78-C-3

May 1, 1940.

BEAVER PORTLAND CEMENT COMPANY
Portland, Oregon

Attention Ewell C. Nelson

Gentlemen:

In response to your inquiry of April 29, we are pleased to advise as follows:

Our contract number for the Roseburg-Shady Point job, Berke Bros. contractor, is 2193.

Bonding company, Great American Indemnity Company, Failing Building, Portland.

Date of acceptance, March 22, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

BEAVER PORTLAND CEMENT CO.
MAIN OFFICE, PORTLAND, OREGON.
PLANT, GOLD HILL, OREGON.

PORTLAND, OREGON

April 29, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Would you kindly advise us the contract number and date of acceptance of the Roseburg Shady Point paving job--Burke Bros. Contract. Would you also please let us know the name of the bonding company.

Thanking you in advance for same, we are

Yours very truly,

BEAVER PORTLAND CEMENT CO.

By Buell C. Nelson
Secretary

BCN:nc

Jim
prepare reply

#2193

RECEIVED
APR 26 1940
FOR FILING

78-C-3

April 26, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2193, for the construction of the Roseburg-Shady Point Section of the Pacific Highway in Douglas County, has been completed by the contractors, Berke Bros. Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after May 6, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $179,422.19, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
APR 9 1940
FOR FILING

78-C-3

April 8, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Derks Bros. Inc., on Contract No. 2195, Roseburg-Shady Point Section of the Pacific Highway in Douglas County. This payment will be made on or after April 18, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist/ by J. McFarland.

R. H. Baldock ✓

78-C-3

March 27th, 1940

FINAL COST ANALYSIS
Roseburg-Shady Point Section
Pacific Highway in Douglas County
Contract 2193 Prefix 10-1115

Berke Bros., Contractors A. J. Ford, Resident Engineer

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,712.15	100%			$3,500.00
Trench Excavation	1,739.84	1,911.1 cu. yd.	0.91	1.00	1,911.10
Common "	13,891.12	66,710.2 " "	0.208	0.21	14,009.14
Solid "	52,901.23	118,401.3 " "	0.447	0.50	59,200.65
Truck Haul	13,941.50	75,290.6 yd. mi.	0.185	0.12	9,034.87
Finishing Roadbed & Slopes	633.91	2.41 Mi.	262.99	200.00	482.00
Sprinkling Embankment Mat'ls	1,801.37	1,221 M-Gal.	1.48	1.25	1,526.25
Rounding Cutbanks	435.00	4,535 lin. ft.	0.10	0.08	362.80
9" Perf. Corr. Iron Pipe	3,371.20	4,888 " "	0.69	0.70	3,421.60
10" Perf. Concrete Pipe	1,653.59	2,802.5 " "	0.59	0.65	1,821.63
12" Concrete Pipe	531.18	681 " "	0.78	0.75	510.75
18" " "	95.13	63 " "	1.51	1.60	100.80
24" " "	234.36	108 " "	2.17	2.10	226.80
36" " "	190.32	39 " "	4.88	6.00	234.00
18" Corr. Iron Pipe	619.94	446 " "	1.39	1.25	557.50
24" " " "	243.80	115 " "	2.12	2.00	230.00
Special Sections of 18" Corr. Iron Pipe	19.77	2	9.89	10.00	20.00
Metal Ditch Lining #30	190.95	160 lin. ft.	1.19	1.10	176.00
Salvaging Culvert Pipe	14.33	21 " "	0.68	1.00	21.00
Gravel Backfill in Drains	1,090.81	1,207 cu. yd.	0.904	1.00	1,207.00
*Concrete Catch Basins	54.00	3	18.00	18.00	54.00
*Class "D" Concrete	5,957.85	250.96 cu. yd.	23.57	22.00	5,521.12
*Metal Reinforcement	1,607.94	33,851.4 lbs.	0.0475	0.0475	1,607.94
*Cable Guard Fence	3,682.30	3,202 lin. ft.	1.15	1.15	3,682.30

NOTED
ate Highway Engineer

Final Cost Analysis - Ro[illegible]urg-Shady Point

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Timber Sight Posts	$136.00	68	2.00	2.00	$136.00
Rip Rap	110.52	36 cu. yd.	3.07	4.00	144.00
*Gravel Base	10,833.75	14,445 " "	0.75	0.75	10,833.75
*3/4"-0 Mat'l in Shldrs. and Surfacing	4,275.60	3,054 " "	1.40	1.45	4,428.30
*3/4"-0 Mat'l in Cushion	1,422.45	981 " "	1.45	1.45	1,422.45
*Filler	117.60	294 " "	0.40	0.40	117.60
*Hauling Filler	68.40	855 yd. mi.	0.08	0.08	68.40
*Portland Cement Concrete Pavement	50,228.51	31,790.2 sq. yd.	1.58	1.60	50,864.32
*Expansion Joints	337.62	2,411.6 lin. ft.	0.14	0.14	337.62
*Contraction Joints	334.04	16,701.9 " "	0.02	0.02	334.04
*Dowels	306.12	2,551	0.12	0.12	306.12
*Tie Bars & Reinforcement	515.34	11,452.1 lbs.	0.045	0.045	515.34
*Detour Bridge	775.00	100%			775.00
Provision for Traffic	1,229.16	100%			1,000.00
*PA #1 Increase Length of Detour Bridge	213.13				213.13
	$177,516.83				$180,915.32

*Indicates work done by Mt. States Construction Co.

Gross Revenue	$180,915.32
Total Cost	177,516.83
Net Profit	$3,398.49

Net Profit Equals 1.88% of Gross Revenue

Contract 2193

Details of Cost (Berke Bros.)

Labor:

Supervision		$2,913.50	
Labor		28,626.47	
State Industrial Accident	6½% of P/R	2,050.10	
Unemployment Compensation	3% of P/R	946.20	
Old Age Benefit	1% of P/R	315.40	
			$34,851.67

Materials:

9" Perf. Corr. Iron Pipe	4,888	lin. ft.	at $0.49	$2,395.12	
9" " " " " Bands	244		" 0.72	175.68	
10" Perf. Concrete Pipe	2,802.5	lin. ft.	" 0.36	1,008.90	
12" Concrete Pipe	681	" "	" 0.50	340.50	
18" " "	63	" "	" 1.09	68.67	
24" " "	108	" "	" 1.57	169.56	
36" " "	39	" "	" 3.65	142.35	
18" Corr. Iron Pipe	446	" "	" 0.95	423.70	
18" " " " Bands	23		" 1.48	34.04	
24" " " "	115	lin. ft.	" 1.48	170.20	
24" " " " "	6		" 1.85	11.10	
Special Sections 18" C.I.P.	2		" 7.70	15.40	
Metal Ditch Lining #30	160	lin. ft.	" 0.45	72.00	
Gravel Backfill for Drains	1,207	cu. yd.	" 0.55	663.85	
					5,691.07

Miscellaneous:

Equipment Rental (Including Repairs)	$24,739.20	
Gas, Oil and Grease	8,443.90	
Move In	3,304.87	
Explosives	7,631.63	
Drilling Supplies	637.77	
Small Tools & Misc. Expense	3,068.46	
Insurance	1,422.29	
Overhead Expense	3,336.72	
Home Office Expense	2,970.00	
Bond	990.33	
		56,545.09

Work Done by Mt. States Construction Co.:

Concrete Catch Basins	3	at $18.00	$54.00
Class "D" Concrete	250.96	cu. yd. at 22.00	5,521.12
Metal Reinforcement	33,851.4	lbs. " 0.0475	1,607.94
Cable Guard Fence	3,202	lin. ft. at 1.15	3,682.30
Timber Sight Posts	68	at 2.00	136.00
Gravel Base	14,445	cu. yd. at 0.75	10,833.75
3/4"-0 Mat'l in Shldrs. and Surfacing	3,054	cu. yd. at 1.40	4,275.60
3/4"-0 Mat'l in Cushion	981	cu. yd. at 1.45	1,422.45

Details of Cost (Cont'd)

Work Done by Mt. States Const. Co. (Cont'd):

Filler	294	cu. yd. at 0.40	$117.60	
Hauling Filler	855	yd. mi. " 0.08	68.40	
Portland Cement Concrete Pavement	31,790.2	sq. yd. " 1.58	50,228.51	
Expansion Joints	2,411.6	lin. ft. at 0.14	337.62	
Contraction Joints	16,701.9	" " " 0.02	334.04	
Dowels	2,551	at 0.12	306.12	
Tie Bars & Reinforcing	11,452.1	lbs. at 0.045	515.34	
Detour Bridge			775.00	
PA #1 Increase Length of Detour Bridge			213.13	$80,428.92
		Total Cost		$177,516.83

Contract 2193
Berke Bros.

REMARKS:

This was a Regular Federal Aid Project and consisted of construction of 2.41 miles of highway roadbed; furnishing and placing 16,500 cu. yds. of gravel and 5,250 cu. yds. of crushed gravel; construction of 32,000 sq. yds. of Portland Cement concrete pavement; and other incidental work. The contract was bid May 19th, 1939 and awarded June 9th. Work was started June 12th and finished February 21st, 1940.

Clearing was light and consisted of small trees and brush and the removal of debris.

Common excavation consisted of top soil, clay and black mud and was handled by a 3/4-yard shovel and light trucks and by D-8 cat and 12-yard LeTourneau scraper. The final amount was about 25% less than the original estimate.

Solid excavation was taken principally from two cuts and was a dense basaltic formation. Drilling and shooting required about 2/3 lb. of power per cubic yard and cost $0.22 per cubic yard. Cost of shooting was increased by the proximity of a railroad and because of heavy traffic which had to pass through the cut between shots. Solid material was dug with a 1-3/4 yard and a 1-1/4 yard diesel powered Koehring shovel and hauled in 6-yard and 4-yard trucks. It was necessary to lay solid and common material in alternating layers in the fills. This procedure required extra hauling and frequent shift of shovels to get the right kind of material. Sheepfoot rollers drawn by an A.C. tractor were used to compact fill material. Three shovels, in 2517 hours operating time, moved 184,300 cu. yd. of solid rock and common at an average rate of 73 cu. yd. per hour.

Jumping Frog tampers were used to compact backfill material around box culverts.

Cost of maintaining traffic was high but did not greatly exceed their bid.

All work other than grading items was done by the Mt. States Construction Co.

In spite of many difficult features which the job presented, Berke Bros. made a very small profit, through excellent supervision and adequate equipment.

Cost Analysis of Work Done by Mt. States Construction Co.
Contract 2193

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Concrete Catch Basins	$57.98	3	19.33	18.00	$54.00
Class "D" Concrete	4,897.60	250.96 cu. yd.	19.67	22.00	5,521.12
Metal Reinforcement	1,400.55	33,851.4 lbs.	0.0423	0.0475	1,607.94
Cable Guard Fence	3,654.30	3,202 lin. ft.	1.17	1.15	3,682.30
Timber Sight Posts	126.74	68	1.86	2.00	136.00
Gravel Base	10,357.32	14,445 cu. yd.	0.718	0.75	10,833.75
3/4"-0 Mat'l in Shldrs. and Surfacing	4,203.00	3,054 cu. yd.	1.38	1.40	4,275.60
3/4"-0 Mat'l in Cushion	1,614.49	981 cu. yd.	1.656	1.45	1,422.45
Filler	131.09	294 cu. yd.	0.452	0.40	117.60
Haul Filler	77.26	855 yd. mi.	0.091	0.08	68.40
Portland Cement Concrete Pavement	49,030.00	31,790.2 sq. yd.	1.543	1.58	50,228.51
Expansion Joints	326.55	2,411.6 lin. ft.	0.136	0.14	337.62
Contraction Joints	399.53	16,701.9 " "	0.024	0.02	334.04
Dowels	278.11	2,551	0.117	0.12	306.12
Tie Bars	463.88	11,452.1 lbs.	0.041	0.045	515.34
Detour Bridge	782.37				775.00
PA #1 Increase Length of Detour Bridge	193.13				213.13
PA #2 Cement Adjustment (In Favor of State)					- 1,610.93
	$77,993.90				$78,817.99

Gross Revenue	$78,817.99
Total Cost	77,993.90
Net Profit	$824.09

Net Profit Eauals 1.05% of Gross Revenue

Work Done by Mt. States Construction Co.

Details of Cost

Labor:

Supervision		$1,457.81	
Labor		13,988.92	
State Industrial Accident	6½% of P/R	1,004.04	
Unemployment Compensation	3% of P/R	463.40	
Old Age Benefit	1% of P/R	154.47	
			$17,068.64

Materials:

Metal Reinforcement	33,851.4 Lbs. at .0275	$930.91	
Gravel Base		5,778.00	
3/4"-0 Mat'l in Shldrs. and Surfacing	3,054 cu. yd. at 0.90	2,748.60	
3/4"-0 Mat'l in Cushion	981 " " " 0.90	882.90	
Cement	9,784 3/4 bbl. at 2.87	28,082.23	
Concrete Aggregate	8,068 cu. yd. at 0.70	5,647.60	
Catch Basin Grates	3 at 7.50	22.50	
Expansion Joints	2,411.6 lin. ft. at 0.10	241.16	
Contraction Joints	16,701.9 " " " 0.015	257.33	
Dowels	2,551 at 0.0968	246.94	
Dowel Sleeves	110 at 0.03	3.30	
Tie Bars	11,452.1 lbs. at 0.0275	314.93	
Cedar Sight Posts (Unpainted)	68 at 0.74	50.33	
			45,206.73

Miscellaneous:

Equipment Rental (Incl. Repairs)		$4,869.00	
Pipe Rental		451.35	
Mat Rental		117.60	
Gas, Oil and Grease		2,516.35	
Lumber		1,811.32	
Freight		3.87	
Cable Guard Fence	3,202 lin. ft. at 1.00 Less Labor	2,385.67	
Small Tools and Miscellaneous		1,177.43	
Overhead Expense		1,600.00	
Bond		785.94	
			15,718.53
Total Cost			$77,993.90

Work Done by Mt. States Construction Co.
Contract 2193

REMARKS:

The Mt. States Construction Co. started work June 15, 1939 with the construction of box culverts. These were completed July 22. Catch basins were built from August 24 to Sept. 2. Placing of gravel base was started Sept. 25, hauling from the bar near the Roseburg Sand & Gravel Co.'s plant.

Paving crews started to work October 15, by setting up a shop and bunkers at the south end of the job, and by preparing subgrade and setting forms. Actual paving was started October 23 and finished Nov. 20. Shoulders, cable guard fence and timber sight posts were finished February 21, 1940, which completed the entire job.

All items were performed in an efficient manner although paving was done late in the season and was delayed somewhat by cold weather. The job was bid close to reasonable costs, and only a small profit was made.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

Analysis of Paving Costs on Work Done by Mt. States Construction Co.

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Fine Grade	$1,367.38	31,790.2 Sq. Yd.	.0430		
Water	764.49		.0241		
Forms	3,556.30		.1119		
Batching	421.82		.0133		
Batch Trucks	1,340.09		.0422		
Concrete Aggregate (.24 Cu. Yd. per Sq. Yd.)	5,422.90		.1706		
Cement (1.18 Sacks per Sq. Yd.)	26,927.05		.8472		
Mix	1,465.40		.0461		
Lay	673.79		.0212		
Finish	2,157.58		.0679		
Cure	567.84		.0179		
Cleanup and Tar	159.00		.0050		
Traffic	174.89		.0055		
Bond, Supervision & Overhead	4,031.47		.1268		
Total	$49,030.00	31,790.2 Sq. Yd.	$1.5427	$1.58	$50,228.51

Paving was started October 23, 1939 and completed November 20, in 28 working days, totaling 200 hours. 31,790 Sq. yd. of Portland Cement concrete pavement were laid in 128½ hours at an average of 247 sq. yd. per hour. This is equivalent to 204 lineal feet of 11" wide pavement per hour. 7,747 Cu. yd. of concrete aggregate were furnished in the batching bunker by a commercial plant. The 9,382 barrels of cement were delivered in sacks by car to a platform extended from the batcher. Cement was wheeled on hand trucks from the car to the cement hopper. The batcher was located at the south end of the job, making the average batch haul of 1¼ mile.

The average paving crew consisted of a superintendent, mixerman, skipman, three joint and steel setters, vibrator and finishing machine operator, 4 concrete spreaders, bullfloat operator, 4 hand finishers and a flagman. In addition, 2 men worked on forms and 1 man on fine grade just ahead of paving operations.

There was no delay on account of lack of materials, but weather caused some delay in paving. Traffic also caused some interference over part of the job. The best day's production was 2,151 sq. yd. in an 8-hour shift.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FOR FILING

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

78-C-3

March 21, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 78-C (3), South Roseburg Section, was made by a representative of this office on March 14, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield,
Senior Highway Engineer

Ton

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.________

March 21, 1940

78-C-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 78-C (3).

South Roseburg Section

________________________, was made by

a representative of this office on March 14, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield,
Senior Highway Engineer

Ton

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

78-G-1
2193

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 78-G (1).
Roseburg-Shady Point Section
____________________, was made by
a representative of this office on March 14, 1940.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Senior Highway Engineer

Iron

Form [illegible]—Revised—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

78-C-3

Salem, Oregon
February 27, 1940

Subject: Acceptance of completed contract

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work on Contract No. 2193 with Berke Bros., for grading and paving on the Roseburg-Shady Point Section of the Pacific Highway in Douglas County, was completed on February 23, 1940.

Acceptance of this project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by G. Hester/ME

cc Mr. J. W. McCallister
Mr. J. McFarland

APPROVED BY HIGHWAY COMMISSION
DATE March 22, 1940
H B Glaisyer
Secretary

Form E-1—5M—3-39

73-C-3

[illegible]GON STATE HIGHWAY COMMIS[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 24, 1940

Section Roseburg-Shady Point

Kind of work Grading & Paving

Highway Pacific

Section prefix [illegible] 10-1115

Contractor Berke Bros.

Contract number 2193

Date of contract June 9, 1939

Date of completion May 31, 1940

Date work started June 12, 1939

Estimated date of completion ...., 193....

Amount of contract $191,882

Per cent of time elapsed 73 %

Estimated cost of completed project, exclusive of engineering semi-final, 180,583.22

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 9982, 0.052 %

Date project was completed Feb. 21, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final estimate Monday and sent to Division office. All work on project completed Feb. 21 and Mr. Lynch and others interested were notified.

NOTED
H. W. LIBBY

NOTED
RAY WEBBER

Signed A.J. Ford
A.J. Ford, Res. Eng'r.,

Address Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEB 5 1940
STATE HIGHWAY COMMISSION

February 2, 1940

FH 78-G

RECEIVED
FEB 6 1940
CONST

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

There are attached hereto, two photographs taken on Oregon Federal Aid Project No. 78-G, the Roseburg-Shady Point Section of the Pacific Highway, that are considered interesting as they show the lack of resistance to shear at contraction joints where dowels are not required in concrete pavements.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

REFERRED TO
HG [illegible]
State Highway Engineer

[illegible]

Encl.

REFERRED TO
RHB
By Asst. State Highway Engineer

Oregon—FAP 76-G
Ro[illegible]-Shady Point Section
of the Pacific Highway.

38465

No. 38465. Showing settlement in vertical plane of contraction joint at Sta. 1532 attributed to omission of dowel bars.

38466

No. 38466. Showing settlement at contraction joint at Sta. 1532+50.

RECEIVED
[illegible] 9 1939

12-9-3

November 2, 1939

Mr. Sidney A. Milligan
1st National Bank Building
Cottage Grove, Oregon

Dear Sir:

Your letter of October 28, concerning Berke Brothers, contractors, which was addressed to Hon. Earl Snell, Secretary of State, has been referred to this office for reply.

You are advised that Berke Brothers have one contract under way for the State Highway Commission at the present time. This project is our number 2193, and is known as the Roseburg-Shady Point Section of the Pacific Highway, in Douglas County, and consists of 2.41 miles grading and paving. The completion date is May 31, 1940. The bond furnished in connection with this contract was written by the Great American Indemnity Company, for whom Harvey Wells is resident Agent, with offices in the Failing Building, Portland.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED

November 2, 1939

Mr. Sidney A. Milligan
1st National Bank Building
Cottage Grove, Oregon

Dear Sir:

Your letter of October 28, concerning Berke Brothers, contractors, which was addressed to Hon. Earl Snell, Secretary of State, has been referred to this office for reply.

You are advised that Berke Brothers have one contract under way for the State Highway Commission at the present time. This project is our number 2193, and is known as the Roseburg-Shady Point Section of the Pacific Highway, in Douglas County, and consists of 2.41 miles grading and paving. The completion date is May 31, 1940. The bond furnished in connection with this contract was written by the Great American Indemnity Company, for whom Harvey Wells is resident Agent, with offices in the Failing Building, Portland.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

F10

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 30, 1939

Mr. Sidney A. Milligan
Attorney at Law
First National Bank Building
Cottage Grove, Oregon

COPY

Dear Mr. Milligan:

Your letter of October 28th making inquiry as to whether Berke Bros. Construction Company is at the present time engaged in work for the state of Oregon has been referred to Mr. H. B. Glaisyer, Secretary of the State Highway Commission. I believe Mr. Glaisyer can ascertain from his records the information you desire and I feel sure you will hear from him promptly.

Assuring you of my pleasure in having had this opportunity to serve you, I remain

Yours very truly,

Secretary of State

S:BA
cc to Mr. Glaisyer

State Highway Comm.

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
Phone 94
COTTAGE GROVE, OREGON

October 28, 1939

SECRETARY OF STATE
RECEIVED
OCT 30 1939
EARL SNELL

Associated:
[redacted]
SIDNEY A. MILLIGAN

Earl Snell,
Secretary of State
Salem, Ore.

Dear Sir:

Berke Bros. Construction company was building a length of highway for the State of Oregon a short time ago near Roseburg, in Douglas County. I would like to know if this firm is still contracting for the State, and if so, where.

I am enclosing stamped envelope for reply.

Very truly yours,

Sidney A. Milligan
Sidney A. Milligan

REFERRED TO
JM
SECRETARY
prepare answer

m/

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

[illegible] 78-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 78-C (1)
Roseburg-Shady Point Section
Pacific Highway

October 16, 1939

OCT 17 193

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jor.

waype-2134

Form P. R. 2

State Oregon

Federal Aid Project No. 78-6 (1)

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of Sept, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 22nd day of March, 1939 a revised project statement, which was approved by the Secretary on the 10th day of May, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 6 (1) of said project which were recommended for approval by the United States District Engineer on the 24 day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred twenty-two thousand, two hundred eighty and 00/100 dollars ($122,280.00) as the share of the United States payable under said act on account of Section 6 (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5318

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 51, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1414+00 in the S.W. 1/4 of Sec. 36, T. 27 S., R. 6 W., the north end of Section B of said Project, and survey station 1535+02 at the south end of Section C (3) of said Project, at the south city limits of Roseburg, length 2.292 miles, in Douglas County, being Section C (1) of Oregon Federal Aid project No. 72, consisting of 2.292 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible].

8—6618

RECEIVED
★ OCT 12 1939 ★
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the
terms "Secretary" and "Secretary of
Agriculture" appear they shall be
construed as a reference to the Federal
Works Administrator as the context
requires, to conform to the President's
First Plan on Government Reorganization
under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G (1) of said project shall not in any event exceed the sum of one hundred twenty-two thousand, two hundred eighty and 00/100 dollars ($122,280.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred three thousand, seven hundred eighty-seven and 54/100 dollars ($203,787.54), the approved total estimated cost of Section G (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of SEP 23 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR

By W. J. O'Leary
Acting Commissioner of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 78-G (1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 203,787.54 as the total estimated cost of said project, and the sum of $ 122,280.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 23 1939 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR

By H. J. O'Leary
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—4600

RECEIVED
OCT 12 1939
DISTRICT 1

FAP 78 C-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 13 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Oregon FAP 78-C (3)
South Roseburg Section
Pacific Highway

October 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

7/12 78-C-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 13 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAP 78-C (3)
South Roseburg Section
Pacific Highway

October 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
~~Sr.~~ Highway Engineer

Encls.

waypr-2104

Form P. R. 2

State Oregon

Federal Aid Project No. 78-C (3)

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of Sept, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 22nd day of March, 1930, a revised project statement, which was approved by the Secretary on the 10th day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C (3) of said project which were recommended for approval by the United States District Engineer on the 3d day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, four hundred fifty and 00/100 dollars ($4,450.00) as the share of the United States payable under said act on account of Section C (3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1921.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1541+35 on Stephens Street in Roseburg, and survey station 1535+02 at the south city boundary, the north end of Section C (1) of said project,

, length 0.119 of a mile, in Douglas County, being Section C (3) of Oregon Federal Aid project No. 78, consisting of 0.119 of a mile of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

Wherever in this document the
terms "Secretary" or "Secretary of
Agriculture" appear they shall in-
clude or have reference to the Federal
Works Administrator, as the context
requires, to conform to the President's
First Plan on Government Reorganization
under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C (3) of said project shall not in any event exceed the sum of four thousand, four hundred fifty and 00/100 dollars ($4,450.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seven thousand, four hundred three and 66/100 dollars ($7,403.66), the approved total estimated cost of Section C (3) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of SEP 23 1939, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission,
(Title of officer)

By E B Aldrich
Member, State Highway Commission,
(Title of officer)

By Herman Oliver
Member, State Highway Commission.
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By ______
~~[illegible] Public Roads~~
Acting Commissioner of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 78-C (3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 7,405.66 as the total estimated cost of said project, and the sum of $ 4,450.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 23 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 8—4089

COPY

RECEIVED
SEP 12 1939
STATE HIGHWAY COMMISSION

FA 72-[illegible]

REFERRED TO
Mr Baldock
By Asst State Highway Engineer

September 11, 1939

Berke Brothers
Roseburg, Oregon

Permit us to commend you for the excellent way you have conducted your grading operation along the Roseburg Shady Point Highway.

You have exercised the utmost care in minimizing inconvenience to the traveling public. Virtually no serious interruptions to traffic have occurred, something we thought was almost impossible of accomplishments before you started the work.

We have been surprised at the fast progress you have made and are certainly highly pleased with your entire program from the beginning to the present time as, to our mind, you have done a very difficult job in a marvelously efficient way.

I beg to remain,

Very truly yours
ROSEBURG CHAMBER OF COMMERCE

NOTED

W. C. Harding, Secretary

WCH:et

Form E-30—36M—6-39

FH 18-Q-3

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 31, 1939

From: J. W. DeSouza

To: K. D. Lytle

Subject: O'Mara property, Roseburg-Shady Point Section

Herewith we hand you for your information copy of letter received from J. V. O'Mara in reply to our letter to him of August twenty-second with reference to the construction of buildings on his property south of Roseburg.

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith

NOTED
C. B. McCullough

C
o
p
y

Roseburg, Oregon

August 25, 1939

Mr. J. M. Devers
Attorney for Ore. St. Highway Comm.
Salem, Oregon

Dear Sir:

I have your letter of the 22nd instant.

As stated therein, I am engaged in building a house and barn between the old highway and the new location.

In the revised or new location of the Pacific Highway through my property, you took and destroyed the most suitable and practical location for my buildings.

I am now building on the only practical and suitable location and on ground which has not heretofore shown any evidence of being unstable, and if, in the construction of the highway, you do not exercise all care to prevent my property from sliding, I shall expect to hold you, or rather your clients responsible.

Very truly yours,

(Sgd.) J. V. O'Mara

Form E-30—30M—6-30

RECEIVED
AUG 24 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 22, 1939

NOTED
C. B. McCullough

From: J. W. DeSouza

To: K. D. Lytle

Subject: O'Mara property, Roseburg-Shady Point Section, File 6773

Reference is made to your inter-department memorandum of August eighteenth with respect to the John V. O'Mara property south of Roseburg.

We enclose herewith copy of a letter being written to Mr. O'Mara regarding his property, and you will note that we have not definitely disclaimed therein any responsibility for future slides, as was suggested in your communication.

If by reason of the construction operations it develops that the soil is unstable and future slides occur, we do not believe that we could disclaim responsibility any more than we were able to in connection with the Bunker Hill slide.

With this view of the question, we do not feel that it would be proper to assume an arbitrary attitude and bluntly advise Mr. O'Mara that we will disclaim responsibility.

Enclosure
JWD:AW
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 22, 1939

R 6775

Mr. J. V. O'Mara
Route 1, Box 179
Roseburg, Oregon

Dear Sir:

We are advised that you are now engaged in building a house and barn between the old highway and the revised location of the Pacific Highway on your property in the vicinity of Station 1500 south of Roseburg.

The information which we have is that construction operations have indicated that the ground on which you are building may turn out to be unstable and there is a possibility of slides developing.

We of course cannot, nor do we attempt to, dictate to you where you should build or what you shall do with your own private property, but we do desire to call the possibility of future slides to your attention at this time.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. K. D. Lytle
Mr. H. G. Smith

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

VED
AUG 29 1939
COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 78-C (3)
South Roseburg Sec.
Pacific Highway

August 28, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L.J. Caufield
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) **BUREAU OF PUBLIC ROADS**
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 29 1939
[illegible] COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. FAP 78-G (1)
Roseburg-Shady Point Sec.
Pacific Highway

August 28, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
[illegible] 1939
FOR FILING

FA 78-G 1

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Roseburg-Shady Point Section, Project No. FA 78-G (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 78-G (1)

ROSEBURG-SHADY POINT SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 12, 1939

All Required		Clearing and Grubbing	$ - -	$ 3,327.00
2,195	cu. yds.	Trench Excavation	1.00	2,195.00
87,940	cu. yds.	Common Excavation	.21	18,467.40
118,940	cu. yds.	Solid Rock Excavation	.50	59,470.00
86,000	yd. mi.	Truck Haul	.12	10,320.00
2.29	miles	Finishing Roadbed and Slopes	200.00	458.00
1,390	M-gal.	Sprinkling Embankment Materials	1.25	1,737.50
11,400	lin. ft.	Rounding Cutbanks	.08	912.00
4,800	lin. ft.	9" Perforated Corr. Iron Pipe	.70	3,360.00
2,900	lin. ft.	10" Perforated Concrete Pipe	.65	1,885.00
680	lin. ft.	12" Concrete Pipe	.75	510.00
180	lin. ft.	18" Concrete Pipe	1.60	288.00
100	lin. ft.	24" Concrete Pipe	2.10	210.00
30	lin. ft.	36" Concrete Pipe	6.00	180.00
390	lin. ft.	18" Corr. Iron Pipe	1.25	487.50
140	lin. ft.	24" Corr. Iron Pipe	2.00	280.00
2	only	Special Sections of 18" Corr. Iron Pipe	10.00	20.00
160	lin. ft.	Metal Ditch Lining No. 30	1.10	176.00
180	lin. ft.	Salvaging Culvert Pipe	1.00	180.00
1,600	cu. yds.	Gravel or Rock Backfill in Drains	1.00	1,600.00
2	only	Concrete Catch Basins	18.00	36.00
196	cu. yds.	Class "D" Concrete	22.00	4,312.00
31,600	lbs.	Metal Reinforcement	.0475	1,501.00
2,500	lin. ft.	Cable Guard Fence	1.15	2,875.00
60	only	Timber Sight Posts	2.00	120.00
20	cu. yds.	Rip Rap	4.00	80.00
15,600	cu. yds.	Gravel Base	.75	11,700.00
4,000	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.45	5,800.00
870	cu. yds.	3/4" - 0" Materials in Cushion Course	1.45	1,261.50
1,600	cu. yds.	Filler	.40	640.00
2,400	yd. mi.	Hauling Filler	.08	192.00
29,700	sq. yds.	Portland Cement Concrete Pavement	1.60	47,520.00

2,300	lin. ft.	Expansion Joints	$ .14	$ 322.00
16,750	lin. ft.	Contraction Joints	.02	335.00
2,400	only	Dowels	.12	288.00
10,900	lbs.	Tie Bars and Reinforcement	.045	490.50
All Required		Detour Bridge		775.00
All Required		Provision for Traffic		950.00
			Subtotal	$185,261.40
			10% Engr. & Cont.	18,526.14
			Total	$203,787.54
		Length	2.292 miles	
		Cost per mile	$ 88,912.53	

Federal Aid Funds Requested- $122,280.00
State Funds- 81,507.54

$203,787.54

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

11 78-3

August 5, 1939

Mr. S. H. Probert

Mr. K. D. Lytle

Moving Foster & Kleiser Signs

Dear Sir:

This is to advise that we have changed the account number from 508 to 505 on the Foster & Kleiser bill of July 19th, for moving 10 of their signs off the new right of way on the Roseburg-Shady Point project. Both the bill of $250.00 and the State force work order are now charged against 10-1115-505.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

cc A. J. Ford

RECEIVED
1939
FOR FILING

FA 78-C-3

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the South Roseburg Section, Project No. FA 78-C (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 78-C (3)

SOUTH ROSEBURG SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1939

22' Roadway (Sta. 1535+02 to 1537+13)

All Required		Clearing and Grubbing	$ - -	$ 50.00
5	cu. yds.	Trench Excavation	1.00	5.00
8,000	yd. mi.	Truck Haul	.12	960.00
.04	mile	Finishing Roadbed and Slopes	200.00	8.00
6	M-gal.	Sprinkling Embankment Materials	1.25	7.50
20	lin. ft.	12" Concrete Pipe	.75	15.00
220	cu. yds.	Gravel Base	.75	165.00
100	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.45	145.00
20	cu. yds.	3/4" - 0" Materials in Cushion Course	1.45	29.00
30	cu. yds.	Filler	.40	12.00
60	yd. mi.	Hauling Filler	.08	4.80
520	sq. yds.	Portland Cement Concrete Pavement	1.60	832.00
50	lin. ft.	Expansion Joints	.14	7.00
300	lin. ft.	Contraction Joints	.02	6.00
50	only	Dowels	.12	6.00
160	lbs.	Tie Bars and Reinforcement	.045	7.20
All Required		Provision for Traffic		12.00
		Subtotal		$ 2,284.50
		10% Engr. & Cont.		228.45
		Total		$ 2,512.95
		Length	.040 mile	
		Cost per mile	$ 62,823.75	

43' Roadway (Sta. 1537+13 to 1541+35)

All Required		Clearing and Grubbing	$ - -	$ 115.00
60	cu. yds.	Common Excavation	.21	12.60
60	cu. yds.	Solid Rock Excavation	.50	30.00
3,000	yd. mi.	Truck Haul	.12	360.00
.08	mile	Finishing Roadbed and Slopes	200.00	16.00

4	M-gal.	Sprinkling Embankment Materials	$ 1.25	$ 5.00
680	cu. yds.	Gravel Base	.75	510.00
200	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.45	290.00
60	cu. yds.	3/4" - 0" Materials in Cushion Course	1.45	87.00
70	cu. yds.	Filler	.40	28.00
140	yd. mi.	Hauling Filler	.08	11.20
1,780	sq. yds.	Portland Cement Concrete Pavement	1.60	2,848.00
150	lin. ft.	Expansion Joints	.14	21.00
950	lin. ft.	Contraction Joints	.02	19.00
150	only	Dowels	.12	18.00
940	lbs.	Tie Bars and Reinforcement	.045	42.30
All Required		Provision for Traffic		33.00
			Subtotal	$ 4,446.10
			10% Engr. & Cont.	444.61
			Total	$ 4,890.71

Length .079 mile
Cost per mile $ 61,907.72

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
22' Roadway	$ 2,512.95	$ 1,510.42	$ 1,002.53
43' Roadway	4,890.71	2,939.58	1,951.13
	$ 7,403.66	$ 4,450.00	$ 2,953.66

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

JUN 30 1939
FOR FILING

June 29, 1939

BERKE BROS.
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2193 which was awarded to you by the State Highway Commission on June 9, 1939, covering the grading and paving of the Roseburg-Shady Point Section of the Pacific Highway, in Douglas County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED

78-C-3

June 22, 1939

Mr. E. L. King, Supt.
Southern Pacific Company
Portland, Oregon

Dear Sir:

In reply to your letter of June 12th, addressed to the attention of Mr. DeSouza, this will advise that we have today received from Berke Brothers the signed copies of the contract for the grading and paving of the Roseburg-Shady Point Section of the Pacific Highway in Douglas County.

The contract referred to is our contract No. 2193. The award was made to Berke Brothers on June 9, 1939, and the specified date for completion of the work is May 31, 1940. The surety under the contract is the Great American Indemnity Company, the company's agent being the Harvey Wells-Reed Insurance Agency, Failing Building, Portland.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Southern Pacific Company
PORTLAND, OREGON

E. L. KING,
SUPERINTENDENT

RECEIVED
JUN 15 1939
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO

June 12, 1939

323-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. W. DeSouza

Dear Sir:

With reference to telephone conversation with our Agent at Salem relative to granting of our usual form of easement to cover encroachment of slopes in connection with highway construction near Roseburg.

We would appreciate being notified when you have received signed agreements from Berke Bros., who, we understand, have received the contract for this work. This is necessary so that we can have them sign the required bonds as called for in your call for bids to guarantee compliance with and performance of provisions and obligations in said contract.

Yours truly,

E L King

REFERRED
TO S. H. Probert
FOR Ripley
J.W. DE SOUZA

78-C-3

Form ~~27~~-3D.

OREGON STATE HIGHWAY COMMISSION

Concrete Paving Inspector's Daily Report

Job Roby-Shady Pt. County Douglas Date 6/20/39

Contractor Berke Bros. Sta. 1[illegible]+50

A. SUBGRADE

(a) Loc. Depressions 6'x6' Box Culv. Sta. 132+50

(b) Loc. Soft Spots

B. DRAINAGE, Side

(a) Crossdrains

C. WEATHER Fair

D. CONCRETE, Brand Cement Beaver

(a) Size Panel	92' X 11"									
Sacks Est.			170							
Sacks Used			164							

										TOTALS

(b) Proportions Used:

1. Mix by Volume 171 : 289
2. Mix by Weight 94: ~~[illegible]~~: ~~[illegible]~~

(c) Slump, Max. Min. Aver.

E. REINFORCEMENTS, Sta.'s Used

(a) Quantity per Panel

(b) Spacing, Longitudinal

Transverse

RECEIVED
JUN 14 1939
FOR FILING

78-C-3

June 13, 1939

Berke Bros.,
7923 N. E. Halsey St.,
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2193 which was awarded to you on June 9, 1939, covering the grading and paving of the Roseburg-Shady Point Section of the Pacific Highway, in Douglas County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in compliance therewith.

Your attention is also called to the page immediately preceding the printed blue sheets which relates to payment by the contractor of amounts due hospital associations, et cetera.

Please note the information copy of the agreement and also the bond which is to be given the railroad company and which is inserted just before the schedule of contract prices.

Yours very truly,

HBG:MC

Secretary

RECEIVED
OCT 10 1939
FOR FILING

78 C-3

June 10, 1939

BERKE BROS., INC.
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, you are advised that the State Highway Commission awarded to you on June 9 the contract for grading and paving the Roseburg-Shady Point Section of the Pacific Highway, in Douglas County. This award was based on your bid of $191,992.00, submitted on May 19, 1939.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MHL

cc - S. H. Probert

CLASS OF SERVICE DESIRED			
DOMESTIC		FOREIGN	
TELEGRAM	X	FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER			
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables — TELEGRAMS CABLEGRAMS RADIOGRAMS — All America Cables

Mackay Radio

RECEIVER'S NUMBER

CHECK

TIME FILED

STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Form 2 Dbl

SALEM OREGON JUNE 10 1939

BERKE BROS. INC.
7923 N. E. HALSEY
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU ON JUNE NINE CONTRACT FOR ROSEBURG SHADY POINT SECTION OF PACIFIC HIGHWAY DOUGLAS COUNTY BASED ON YOUR LOW BID SUBMITTED MAY NINETEEN. CONTRACT FORMS FOLLOW SHORTLY.

STATE HIGHWAY COMMISSION
H. B. GLAISYER, SECRETARY

THIS WILL CONSTITUTE OUR CONCURRENCE IN AWARD OF CONTRACT AS OF THIS DATE TO BERKE BROTHERS LOW BIDDERS ON OREGON FEDERAL AID PROJECTS 78-C (3) AND 78-G (1)

LYNCH

629P

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Postal Telegraph

Mackay Radio — All America Cables
Commercial Cables — Canadian Pacific Telegraphs

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16 Dbl

54R W 30 GOVT NL

NX PORTLAND ORE JUN 9 1939

R H BALDOCK
5
STATE HIGHWAY ENGR SALEM ORE

THIS WILL CONSTITUTE OUR CONCURRENCE IN AWARD OF CONTRACT AS OF THIS DATE TO BERKE BROTHERS LOW BIDDERS ON OREGON FEDERAL AID PROJECTS 78-C (3) AND 78-G (1)

LYNCH

629P

ECEIVED
MAY 4 - 1939
OREGON
COMMISSI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

ECEIVE
MAY - 4 1939
STATE HIGHWAY COM

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 78-G (1), the Roseburg-Shady Point Section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval by the Chief of Bureau of the plans and specifications.

Concurrence in award will be withheld pending receipt of certificate showing that all rights of way have been obtained.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

MAY 5 - 1

May 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 78-C (3), the South Roseburg section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending your certificate that all necessary right of way is acquired.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

April 27, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Roseburg-Shady Point Section, Project No. FA 78-C (1).

Five sets of blueprint plans are being sent under separate cover.

One advance copy of special provisions is likewise enclosed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

Encl.

Oregon State Highway Department Federal Aid Project No. 78-C(1)

ROSEBURG-SHALY POINT SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 27, 1939

All Required		Clearing and Grubbing		$ 760.00
2,195	cu. yds.	Trench Excavation	$ 1.00	2,195.00
87,940	cu. yds.	Common Excavation	.20	17,588.00
118,940	cu. yds.	Solid Rock Excavation	.60	71,364.00
86,000	yd. mi.	Truck Haul	.12	10,320.00
2.29	miles	Finishing Roadbed and Slopes	300.00	687.00
1,390	M-gal.	Sprinkling Embankment Materials	1.25	1,737.50
11,400	lin. ft.	Rounding Cutbanks	.10	1,140.00
4,800	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	4,800.00
2,900	lin. ft.	10" Concrete Pipe	.80	2,320.00
680	lin. ft.	12" Concrete Pipe	1.00	680.00
180	lin. ft.	18" Concrete Pipe	2.00	360.00
100	lin. ft.	24" Concrete Pipe	3.00	300.00
30	lin. ft.	36" Concrete Pipe	5.00	150.00
390	lin. ft.	18" Corr. Iron Pipe	2.00	780.00
140	lin. ft.	24" Corr. Iron Pipe	3.00	420.00
2	only	Special Sections of 18" Corr. Iron Pipe	10.00	20.00
160	lin. ft.	Metal Ditch Lining No. 30	1.60	256.00
180	lin. ft.	Salvaging Culvert Pipe	.70	126.00
1,600	cu. yds.	Gravel or Rock Backfill in Drains	1.50	2,400.00
2	only	Concrete Catch Basins	35.00	70.00
196	cu. yds.	Class "D" Concrete	19.00	3,724.00
31,600	lbs.	Metal Reinforcement	.05	1,580.00
2,500	lin. ft.	Cable Guard Fence	1.00	2,500.00
60	only	Sight Posts	2.00	120.00
20	cu. yds.	Rip Rap	2.00	40.00
15,600	cu. yds.	Gravel Base	.60	9,360.00
4,000	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.25	5,000.00
870	cu. yds.	3/4" - 0" Materials in Cushion Course	1.25	1,087.50
1,600	cu. yds.	Filler	.40	640.00
2,400	yd. mi.	Hauling Filler	.15	360.00
29,700	sq. yds.	Portland Cement Concrete Pavement	1.50	44,550.00

2,300 lin. ft.	Expansion Joints	$ .12	$ 276.00
16,750 lin. ft.	Contraction Joints	.03	502.50
2,400 only	Dowels	.12	288.00
10,900 lbs.	Tie Bars and Reinforcement	.05	545.00
All Required	Detour Bridge		500.00
All Required	Provision for Traffic		1,900.00
		Subtotal	$191,746
		10% Engr. & Cont.	19,174
		Total	$210,920

Length 2.292 miles
Cost per mile $ 92,024

Federal Aid Funds Requested -	$126,560
State Funds -	84,360
	$210,920

April 27, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the South Roseburg Section, Project No. FA 78-C (3).

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project No. 78-C(3)

SOUTH ROSEBURG SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 27, 1933

22' Roadway (Sta. 1535+02 to 1537+13)

All Required		Clearing and Grubbing	$ - -	$ 10.00
5	cu. yds.	Trench Excavation	1.00	5.00
8,000	yd. mi.	Truck Haul	.12	960.00
.04	mile	Finishing Roadbed and Slopes	300.00	12.00
6	M-gal.	Sprinkling Embankment Materials	1.25	7.50
20	lin. ft.	12" Concrete Pipe	1.00	20.00
220	cu. yds.	Gravel Base	.60	132.00
100	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.25	125.00
20	cu. yds.	3/4" - 0" Materials in Cushion Course	1.25	25.00
30	cu. yds.	Filler	.40	12.00
60	yd. mi.	Hauling Filler	.15	9.00
520	sq. yds.	Portland Cement Concrete Pavement	1.50	780.00
50	lin. ft.	Expansion Joints	.12	6.00
300	lin. ft.	Contraction Joints	.03	9.00
50	only	Dowels	.12	6.00
160	lbs.	Tie Bars and Reinforcement	.05	8.00
All Required		Provision for Traffic		[illegible]
		Subtotal		$ 2,156
		10% Engr. & Cont.		215
		Total		$ 2,371

Length .040 mile

Cost per mile $ 59,275

43' Roadway (Sta. 1537+13 to 1541+35)

All Required		Clearing and Grubbing	$ - -	$ 30.00
60	cu. yds.	Common Excavation	.20	12.00
60	cu. yds.	Solid Rock Excavation	.60	36.00
3,000	yd. mi.	Truck Haul	.12	360.00
.08	mile	Finishing Roadbed and Slopes	300.00	24.00

4	M-gal.	Sprinkling	$ 1.25	$ 5.00
680	cu. yds.	Gravel Base	.60	408.00
200	cu. yds.	3/4" - 0" Materials in Shoulders and Surfacing	1.25	250.00
60	cu. yds.	3/4" - 0" Materials in Cushion Course	1.25	75.00
70	cu. yds.	Filler	.40	28.00
140	yd. mi.	Hauling Filler	.15	21.00
1,780	sq. yds.	Portland Cement Concrete Pavement	1.50	2,670.00
150	lin. ft.	Expansion Joints	.12	18.00
950	lin. ft.	Contraction Joints	.03	28.50
150	only	Dowels	.12	18.00
940	lbs.	Tie Bars and Reinforcement	.05	47.00
All Required		Provision for Traffic		70.00

Subtotal	$ 4,100
10% Engr. & Cont.	410
Total	$ 4,510

Length	.079 mile
Cost per mile	$ 57,088

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
22' Roadway	$ 2,371	$ 1,423	$ 948
43' Roadway	4,510	2,707	1,803
	$ 6,881	$ 4,130	$ 2,751

ROSEBURG-SHADY POINT SECTION

PROJECTS NOS. FA 78-C(3) AND G(1)

While negotiation for right of way is in progress, some 26 parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured. It is now believed, however, that the right of way can be made fully available within 20 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

April 27, 1939

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible], JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
APR
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE No.

April 24, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED

Attention: S. H. Probert

Dear Sir:

Please send us an additional white print of the Roseburg-Shady Point Section of the Pacific Highway.

We plan to show the location of the Postal Telegraph poles on this print and turn it over to that Company. In cases of this kind, please advise if a charge should be made for the cost of printing the map.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

FORM 9-A-1 10M 9-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 18 1939
OREGON
STATE HIGHWAY COMMISSION

April 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst. State Highway Engr.

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Please send, to A. J. Ford, the location transit and level notes on the Roseburg-Shady Point Section. If the transit notes cannot be spared at this time, please send him copies of the references for the curve points.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
OfficeEngineer

RBS:G

cc: Baldock

FORM 2-A4 TS 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 7
STATE HIGHWAY COMMISSION

April 6, 1939

Const
Project
[illegible]

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Your attention is called to the fact that a part of the Roseburg-Shady Point job is within the city limits of Roseburg. As we are changing the grade on this part of the road, we should probably have the City Council approve the grade.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

FORM 5-A-1 7M 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 31 1939
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Coast
Projects
Prisoners

March 30, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Under separate cover, we are sending a blue print of the Roseburg-Shady Point soil profile showing the grade line and ditches as planned; also a detail vicinity map of the box culvert at Station 1538+50, which was left here by Mr. Stephenson, of the Bridge Department, when he investigated the box culvert Tuesday.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

FORM 9-4-1 10M 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 2[illegible] 19[illegible]
STATE HIGHWAY COMMISSION

~~SALEM~~
Roseburg,
March 23, 1939

Correct
Prospects
Preliminary

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

ATTENTION: H. G. Smith,

Dear Sir:

I am sending herewith a revised description for the easement for drainage across the property of John C. O'Mara at Station 1495 of the Roseburg-Shady Point Section, to replace the one sent in March 18, 1939.

The easement is across cultivated ground and unless we have a definite agreement with the owner it will be necessary for us to pipe the drainage from the culvert at Station 1495 to the railroad track, which will require approximately 350 feet of 12 inch culvert pipe. Estimated to cost $350.

If we could buy this strip or provide inthe easement that we could maintain an open ditch it would not be necessary to put in this pipe.

It is suggested that this feature be called to the attention of the right of way agent.

In our letter of March 18, it was stated that a description would be submitted to cover an approach road connecting Main Street with the new grade at Station 1527. The County Court, who has jurisdiction over Main Street south of the City Limits, has indicated that it will not be necessary to construct this approach, as traffic can be routed as at present: over Main Street to the present grade at Station 1522; thence over the existing pavement to Station 1535+50, at which Station we have provided for an approach to the new grade.

Yours very truly,

K. D. Lytle,
Division Engineer,

KDL:RA

cc: R. H. Baldock

FORM 6-A-1 5M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 22 1939

March 20, 1939

Const
Projects

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Having given additional study to the construction of the Roseburg-Shady Point Section, I have come to the conclusion that I would recommend the elimination of the paving from this year's project.

Due to the heights of the fills between Stations 1440 and 1448, Stations 1457 and 1469, and Stations 1527 and 1540, I consider it dangerous to pave the same year as we grade.

If the paving is deferred until 1940, it will be necessary to oil between Stations 1414 and 1452 and between Stations 1505 and 1541, a total of 7400 feet. The cost of oiling this 7400 feet is estimated at $2800.00, which amount would be mostly lost as far as any salvage is concerned.

Please call me by phone Tuesday and let me know what you think.

I am sending you a print of profile so you can look at the fills in question.

Very truly yours,

K. D. LYTLE
Division Engineer

cc: Baldock ✓

FORM 5-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
MAR 21 1939
STATE HIGHWAY COMMISSION

RECEIVED
MAR 21 1939

Const.
Project

March 20, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

On the Roseburg-Shady Point Section of the Pacific Highway, we plan on extending the 6 x 6 concrete box culvert at Station 1445+80.

The fill at this point will be approximately twenty feet higher than it is at present, and I wish you would ask the Bridge Department to check up and ascertain if this culvert will support the additional fill. We have measured the thickness of the top slab and find that it is seven inches.

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

FORM 8-A-1 7M 11-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 20 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Primary

March 18, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

We are expressing the following data on the Roseburg-Shady Point Section of the Pacific Highway:

24	R/W Descriptions (forms 511 & 512 attached)
1	Description of Easement for culvert outlet
3	Descriptions of Easements for Railroad Encroachments
2	Pads R/W Computations
1	Book Government Filed Notes
1	Book Coordinate Sheets
1	Roll (4 sheets) Tracing of Railroad Centerline
1	R/W Report - Locating Engineer
1	Map - Located line - Roseburg South Section (1934)
1	Detail Map - Anna E. Wimberly Property

We are also enclosing plotted cross-sections showing the railroad encroachments. The regular cross-sections will also be extended to show these to the centerline of the railroad.

A description will be submitted early next week for right-of-way to be acquired for road approach, right of Station 1527, which will connect Main Street to the new grade.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

FORM 8-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAR 10 1939
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Primary

March 9, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: Paul VanScoy

Dear Sir:

The Roseburg-Shady Point Job has been scheduled to be let at the May meeting, and it will, therefore, be necessary for me to write up the specifications next week.

If you care to set in on the drainage and stabilization plan, you should come down here as soon as you can.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

CONTRACT# [redacted] 2198

1-1005 Baker-Gibbs Ranch Section
Baker-Unity Highway 1939

8194

1-1005

De ber 22, 1939

NOTED
State Highway Engineer

COST ANALYSIS - FINAL REPORT
Baker - Unity Highway, Baker - Gibbs Ranch Section
Contract 2194, Prefix 1-1005
Norris Bros., Contractors
Dea n Swift, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	907.80	6.31	Miles	144.00	150.00	946.50
Sprinkling	257.20	160.6	M.Gals.	1.60	1.00	160.60
SC 2 Road Oil in Place	3,628.89	172.6	Tons	21.02	20.00	3,452.00
P.A.#1 Pit-run Cove Material	452.50	525	Cu. Yd.	0.86	0.55	288.75
Hauling " " " "	207.37	1,808	Yd. Mi.	0.11	0.10	180.80
	5,453.76					5,028.65

Total Cost	5,453.76
Gross Revenue	5,028.65
Net Loss	425.11

Net Loss Equals 8.5% of Gross Revenue.

7

Detail of Cost

LABOR:

Supervision		91.20	
Labor		832.77	
State Industrial Accident Insurance		46.40	
Social Security & Unemployment Insurance		36.96	
			$1,007.33

MATERIALS:

S C-2 Road Oil	172.6 Tons @ $7.75	1,337.65	
Freight	172.6 " @ 6.80	1,173.68	
			$2,511.33

EQUIPMENT RENTAL, SUPPLIES & MISCELLANEOUS:

Equipment Rental		792.50	
Hired Trucks (Includes fuel but no labor)		354.73	
Gas, Oil & Grease		250.00	
Small Tools & Miscellaneous		125.00	
Moving Expense		262.00	
Bond	1% of Gross Revenue	50.29	
Home Office	2% " " "	100.58	
			$1,935.10

Total $5,453.76

Breakdown of Costs

	Cost	Quantity	Unit Costs
Heat	248.40	172.6 Tons	1.44
Haul	133.45		0.77
Spread	592.71		3.43
Oil	2,511.33		14.55
Supervision & Proratables	143.00		0.83
Total Cost	$3,628.89		21.02

Baker - Gibbs Ranch Section

REMARKS:

This contract consisted of the application of 6.07 miles of light oil treatment. It was bid and awarded on June 22nd, 1939; work was started June 26th and completed July 10th.

The contract was bid quite low considering the amount of equipment necessary. Also some rain was experienced during the course of the work. The cost of maintaining surface has been included in preparation of base.

E. H. CLYMER
Cost Analyst

By

Henry Jullum

2194

RECEIVED

I-1005

August 5, 1930

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2194, for the construction of the Baker-Gibbs Ranch Section of the Baker-Unity Highway in Baker County, has been completed by the Contractors, Norris Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 12, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $5,028.65, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

Form 300—5M—7-36

ON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

For Week Ending July 15,1939, 193

Section Baker - Gibbs Ranch

Kind of work Oiling

Highway Baker - Unity

Section prefix 1 - 1005

Contractor Norris Brothers

Contract number 2194

Date of contract June 22,1939, 193

Date of completion Aug 15,1939, 193

Date work started June 26,1939, 193

Estimated date of completion July 10,1939, 193

Amount of contract $ 4850.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 4850.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 290, 6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished on this project Monday, July 10,1939

NOTED
H. W. LIBBY

NOTED
RAY WEBBER

NOTED
H. R. HACKETT

NOTED
[illegible] COY

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 13 1939
FOR

July 13, 1939

Morris Brothers

Burlington, Washington

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2194 which was awarded to you on June 22, 1939, for oiling the Baker-Gibbs Ranch Section of the Baker-Unity Highway, in Baker County. This is for your records and files.

Very truly yours,

Secretary

MC:AM

RECEIVED
JUN 24 1939

1-1005

June 24, 1939

MORRIS BROS.
Burlington, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2194 which was awarded to you on June 22, 1939, by the State Highway Commission, covering the Oiling of the Baker-Gibbs Ranch Section of the Baker-Unity Highway, in Baker County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 14 of the mimeographed SPECIAL PROVISIONS, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
[illegible] 24

1-1005

June 23, 1939

Morris Brothers

Burlington, Washington

Gentlemen:

The State Highway Commission on June 22, 1939, awarded you the contract for 6.07 miles of oiling on the Baker-Gibbs Ranch Section of the Baker-Unity Highway, in Baker County. The decision on this award was made by lottery inasmuch as you and Babler Brothers submitted identical bids in the amount of $4,850.50.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

MG:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT #2195

FAGM 123-J-1 Bend 3rd St. U'Xing, 1939
#2195 The Dalles-California Hwy.

RECEIVED
AUG 22 1940
FOR FILING

FAGM 123-J-1

August 21, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2195 for construction of the Third Street Undercrossing in Bend, on The Dalles-California Highway, in Deschutes County, has been completed by the contractors, Birkemeier & Saremal, and that final payment will be made by the state to said contractors for work done under said contract on or after August 31, 1940.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $118,220.67, including final payment, of which amount $1,249.17 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NOTED
D. G. DeSart

DGD:MEL

FAGM 123-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 13 1940
FOR FILING

Stencil No.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

July 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Grade Crossing Project FAGM 123-J (1)(On), Third Street Underpass in Bend, ________________, was made by a representative of this office on June 21, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Iron

L.G. Desart

RECEIVED
JUL 20 1940
FOR FILING

123-J-1

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1940

Subject: Third Street Grade Separation

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information, Birkemeier & Saremal completed work on Contract No. 2195, Third Street Grade Separation in Bend, on The Dalles-California Highway, Deschutes County. The work was completed on June 6, 1940. Will you please secure authority from the Commission to pay the final estimate on this job. The specified date for completion was June 30, 1940.

3 ✓

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Bridge Office Engineer

CAG:VM
cc: C. A. Gardner

OFFICE COPY

G. Desart

BY HIGHWAY COMMISSION
DATE June 14, 1940
Secretary

FORM 2-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Bend, Oregon
June 6, 1940

IN REPLY PLEASE
REFER TO FILE NO.

123-J-1

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P.O. Box 3900
Portland, Oregon

NOTED

Dear Sir:

Completed today (FAGM 123-J (1) (On),

Third Street Undercrossing, Contract No. 2195).

Very truly yours,

Tom Edwards

Tom Edwards
Resident Bridge Engineer

cc- R. H. Baldock
S. H. Probert
G. S. Paxson
W. E. Chandler

RECEIVED
7 - 1940

123-J-1

NOTED
G. R. McCULLOUGH

RECEIVED
MAY 1 [illegible]
STATE HIGHWAY COMMISSION

Oregon State Highway Com.
Salem Oregon.

Gent:-

Rec'd your letter stating you would send someone to see me about the damaging of our plaster. So far no one has called and I understand the insurance man was here last friday and he didn't come to see me. Also was told he said he would do nothing about cracked plaster. Will you let me know right away what to do about it. If it is necessary to hire

RECEIVED
MAY 10 1940
FOR FILING

123-J-1

May 8, 1940

Mrs. Ovid Riley
444 East Third Street
Bend, Oregon

Dear Madam:

Receipt is acknowledged of your letter of May 7, informing us that during the blasting operations on the East Third Street structure, certain damage was done to the plaster in your house.

We are referring your communication this day to our Bridge Engineer, Mr. Paxson, with the suggestion that an investigation be made immediately.

We wish to thank you for calling this matter to our attention.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. G. S. Paxson

May 7, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

Sorry to have to make this complaint but during the blasting on East Third Street, they damaged our plaster badly. I have tried to get something done here but dont seem to get results.

Our house is practically new. We also had to have a new septic tank which we had fixed ourselves. Can you do something about it to hurry them in helping us get insurance?

Hope to hear from you soon.

Mrs. Ovid Riley (signed)

444 East Third Street
Bend, Oregon

I also wrote the insurance company in Portland many weeks ago and they never even answered my letter

Mrs. Riley

C
O
P
Y

RECEIVED

FAGM 123-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Oregon FAGM 123-J (1)(Om)
Third Street Underpass
in Bend

December 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Highway Engineer

Encls.

Wa4pr-2884

Form P. R. 2

State Oregon

Federal Aid Grade Crossing

Project No. FAGM 123-J(1)(on)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of November, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 24th day of November, 1935, revised ✓ project statement, which was approved by the Secretary on the 6th day of January, 1936, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section J(1) of said project which were recommended for approval by the United States District Engineer on the 7th day of June, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred twenty-nine thousand, four hundred sixty-three and 40/100 dollars ($129,463.40) as the share of the United States payable under said act on account of Section J(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 8 of the Act approved June 16, 1936, 1521 (Public No. 686, 74th Congress). (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 23+50 near Emerson Avenue and survey station 47+00 near Miller Avenue, all on Third Street in Bend

, length 0.445 of a mile~~s~~, in Deschutes County, being Section 2(1) of Oregon Federal Aid Grade Grade Crossing / project No. FAGM 123 / (cm) consisting of 0.445 of a mile~~s~~ of roadway and / one underpass structure. ~~[illegible]~~ ~~[illegible]~~.

8—5518

Ⓐ

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6518

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section J(1) of said project shall not in any event exceed the sum of one hundred twenty-nine thousand, four hundred sixty-three and 40/100 dollars ($129,463.40), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty thousand, seven hundred fifty-eight and 40/100 dollars ($130,758.40), the approved total estimated cost of Section J(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 58, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of NOV 21 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~,

By W. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as/ (on) Federal Aid Grade Crossing Project No. FAGM 123-J(1)/ State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 130,758.40 as the total estimated cost of said project, and the sum of $ 129,463.40 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of NOV 21 1939 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By ______

~~Acting Chief, Bureau of Public Roads~~

Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Wherever in this document the terms "[illegible]" "[illegible] Secretary of Agriculture" [illegible] include or [illegible] reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on [illegible] Reorganization [illegible] Act of 1939.

(Stencil #28)

FEDERAL WORKS AGEN
PUBLIC ROADS ADMINISTRATI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

OCT 3 - 1939
STATE HI[illegible] [illegible]MISSION

IN YOUR REPLY PLEASE REFER TO

FILE No. Oregon FAGM 123-J (1)(On)
Third St. Undercrossing,
The Dalles-California Hwy.

October 2, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
17 1939
FOR

FAGM 123-J-1

August 16, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 10, 1939 containing inquiry concerning the set up of government funds for the Third Street Undercrossing, Project No. FAGM 123-J(1) (Om).

It is our desire to increase the amount of government funds for this project from the programmed amount of $98,000.00 to $129,463.40 and to reduce the amount set up for the Troutdale Overcrossing, Project No. FAGM 248 a corresponding amount.

As suggested in your letter, this procedure appears logical since the Troutdale Project will be contracted at a later date and any underruns accruing from previous projects can then be utilized in the set up for that project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 11 1939
OREGON
STATE HIGHWAY COMMISSION

August 10, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of July 28, 1939, submitting proposed agreement estimate for Oregon Federal Aid Grade Crossing Project No. 123-J (1) on Third Street Undercrossing of the Oregon Trunk Railway in Bend on The Dalles-California Highway.

Under the 1939 program, $129,463.40 in Federal Aid Grade Crossing funds are requested. On the program, $90,000 is shown for this item.

Although we have unobligated funds, under the provisions of General Administrative Memorandum No. 75, copies of which were sent you March 23, 1939, we cannot, as we formerly did, use them freely but must reserve the amount of all programmed items for which no P. S. and E. have yet been recommended.

However, minor revisions of program are made simpler, and a request from you, if you desire, for a sufficient reduction in the $125,000 programmed for the Union Pacific Overcrossing at Troutdale, the only programmed project for which P. S. and E. have not been submitted, will free funds for FAGM 123-J (1) (on). Additional funds for the Troutdale project could be requested under the 1940 program if necessary. The number of this project in the program should evidently be changed from 160 to 248.

If you prefer, we can request drafting of the project agreement for 123-J (1) showing State funds for the amount above the $90,000 now available.

Perhaps you will wish to take no action in the belief that the situation will cure itself later by releases from final vouchers or by reduced cost of Troutdale project.

We will hold the estimate for the Third Street Undercrossing until we hear further from you.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

RECEIVED
AUG 5 1939
FOR FILING

FAGM 123-J-1

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Third Street Undercrossing (Bend), Project No. FAGM 123-J (1) (cs).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 123-J(1) (On)

THIRD STREET UNDERCROSSING ON

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 14, 1939

22° Roadwork (Sta. 23+50 to 36+15) (Sta. 40+20 to 47+00)

All Required		Clearing and Grubbing	$ - -	$ 668.00
410	cu. yds.	Common Trench Excavation	.80	328.00
400	cu. yds.	Solid Rock Trench Excavation	2.50	1,000.00
11,900	cu. yds.	Common Excavation	.35	4,165.00
9,200	cu. yds.	Solid Rock Excavation	1.75	16,100.00
70,800	yd. mi.	Truck Haul	.10	7,080.00
0.37	mile	Finishing Roadbed and Slopes	500.00	185.00
900	cu. yds.	Salvaging Surfacing Materials	.70	630.00
600	cu. yds.	Stockpiling and Reloading Salvaged Materials	.35	210.00
50	yd. mi.	Hauling Salvaged Materials	.20	10.00
1,450	sq. yds.	Removal of Old Pavement and Walks	.40	580.00
100	lin. ft.	12" Corr. Iron Siphon Pipe	1.50	150.00
230	lin. ft.	18" Corr. Iron Pipe	2.00	460.00
70	lin. ft.	18" Concrete Pipe	1.75	122.50
4	only	Roadway Catch Basins	40.00	160.00
All Required		Salvaging Water Pipe (70%)		420.00
20	cu. yds.	Dry Rubble Masonry	20.00	400.00
6	cu. yds.	Concrete Curbs and Gutters	25.00	150.00
All Required		Constructing Curb Recesses (30%)		24.00
250	sq. yds.	Concrete Sidewalks	1.40	350.00
1,400	lin. ft.	Metal Guard Fence	.50	700.00
100	lin. ft.	Cable Guard Fence	1.50	150.00
2,250	cu. yds.	Pit-run Gravel Base	.80	1,800.00
250	cu. yds.	Cinders in Footpaths	1.50	375.00
240	M-gal.	Sprinkling	2.00	480.00
0.62	mile	Preparation of Base	220.00	136.40
760	cu. yds.	Placing Mineral Aggregate	1.10	836.00
5,000	yd. mi.	Hauling Mineral Aggregate	.12	600.00
23	tons	Emulsified or Outback Asphalt in Place	23.00	529.00
50	tons	Asphalt in Place	23.00	1,150.00
All Required		Automatic Underground Irrig. System (70%)		2,940.00
200	lbs.	Metal Reinforcement	.055	11.00
				$ 42,899.90

All Required	Move and Reestablish Water System (City of Bend Forces) (70%)		$ 448.00
	Subtotal		$ 43,347.90
	10% Engr. & Cont.		4,334.79
	Total		$ 47,682.69
	Length	0.368 mile	
	Cost per mile	$ 12,957.85	

28' Roadway (Sta. 36+15 to 40+20)

All Required	Clearing and Grubbing	$ - -	$ 140.00
70 cu. yds.	Solid Rock Trench Excavation	2.50	175.00
40 cu. yds.	Excavation for Pump House and Drainage Tunnel	10.00	400.00
3,500 cu. yds.	Common Excavation	.35	1,225.00
12,000 cu. yds.	Solid Rock Excavation	1.75	21,000.00
.08 mile	Finishing Roadbed and Slopes	500.00	40.00
75 lin. ft.	4" Cast Iron Soil Pipe	.50	37.50
850 lin. ft.	6" Metal Drain Pipe	.80	680.00
35 lin. ft.	10" Metal Drain Pipe	1.00	35.00
All Required	Salvaging Water Pipe (30%)		180.00
88 cu. yds.	Concrete Curbs and Gutters	25.00	2,200.00
250 cu. yds.	Pit-run Gravel Base	.80	200.00
20 M-gal.	Sprinkling	2.00	40.00
.08 mile	Preparation of Base	220.00	17.60
140 cu. yds.	Placing Mineral Aggregate	1.10	154.00
900 yd. mi.	Hauling Mineral Aggregate	.12	108.00
1 ton	Emulsified or Cutback Asphalt in Place	23.00	23.00
8 tons	Asphalt in Place	23.00	184.00
All Required	Automatic Underground Irrig. System (30%)		1,260.00
180 cu. yds.	Class "A" Concrete	25.00	4,500.00
400 lbs.	Metal Reinforcement	.055	22.00
658 lin. ft.	Metal Handrail	6.00	3,948.00
			$ 36,569.10
All Required	Move and Reestablish Water System (City of Bend Forces) (30%)		$ 192.00
	Subtotal		$ 36,761.10
	10% Engr. & Cont.		3,676.11
	Total		$ 40,437.21
	Length	.077 mile	
	Cost per mile	$ 525,158.57	

Structure

564	cu. yds.	Class "A" Concrete	$ 25.00	$ 14,100.00
39,400	lbs.	Metal Reinforcement	.055	2,167.00
150,000	lbs.	Structural Steel	.07	10,500.00
2,700	sq. ft.	Membrane Waterproofing	.25	675.00
160	sq. ft.	Asphalt Plank	.35	56.00
2,500	sq. ft.	Asphaltic Protection Course	.15	375.00
252	lin. ft.	Metal Handrail	6.00	1,512.00
All Required		Electric Wiring and Fixtures		1,600.00
				$ 30,985.00
All Required		Move and Rearrange Tracks, Telegraph and Signal Lines (Oregon Trunk R.R. Forces)		$ 6,600.00
		Subtotal		$ 37,585.00
		10% Engr. & Cont.		3,758.50
		Total		$ 41,343.50

FAGM Funds Requested:

22' Roadway	$ 47,682.69
28' Roadway	40,437.21
Structure	41,343.50
	$129,463.40

NON-PARTICIPATING ITEMS

Crushed Rock in Stockpile Furnished Under State Contract No. 1967

417	cu. yds.	2½" - 1½" Crushed Rock in Stockpile (P. A. #5)	1.40	$ 583.80
225	cu. yds.	1½" - 3/4" Crushed Rock in Stockpile (P. A. #5)	1.40	315.00
108	cu. yds.	3/4" - ½" Crushed Rock in Stockpile (P. A. #5)	1.40	151.20
175	cu. yds.	½" - ¼" Crushed Rock in Stockpile (P. A. #5)	1.40	245.00
				$ 1,295.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 123-J (1) (On)

THIRD STREET UNDERCROSSING ON

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 5, 1939

22' Roadwork (Sta. 23+50 to 36+15) (Sta. 40+20 to 47+00)

All Required		Clearing and Grubbing	$ - -	$ 80.00
410	cu. yds.	Common Trench Excavation	1.00	410.00
400	cu. yds.	Solid Rock Trench Excavation	4.00	1,600.00
11,900	cu. yds.	Common Excavation	.50	5,950.00
9,200	cu. yds.	Solid Rock Excavation	1.70	15,640.00
70,800	yd. mi.	Truck Haul	.12	8,496.00
0.37	mile	Finishing Roadbed and Slopes	200.00	74.00
900	cu. yds.	Salvaging Surfacing Materials	.60	540.00
600	cu. yds.	Stockpiling and Reloading Salvaged Materials	.30	180.00
50	yd. mi.	Hauling Salvaged Materials	.12	6.00
1,450	sq. yds.	Removal of Old Pavement and Walks	.30	435.00
100	lin. ft.	12" Corr. Iron Siphon Pipe	1.50	150.00
230	lin. ft.	18" Corr. Iron Pipe	2.00	460.00
70	lin. ft.	18" Concrete Pipe	2.00	140.00
4	only	Concrete Catch Basins	75.00	300.00
All Required		Salvaging Water Pipe (70%)		200.00
20	cu. yds.	Dry Rubble Masonry	5.00	100.00
6	cu. yds.	Concrete Curbs and Gutters	20.00	120.00
All Required		Constructing Curb Recesses (30%)		5.00
250	sq. yds.	Concrete Sidewalks	2.00	500.00
1,400	lin. ft.	Metal Guard Fence	1.50	2,100.00
100	lin. ft.	Cable Guard Fence	1.25	125.00
2,250	cu. yds.	Pit-run Gravel Base	1.15	2,587.50
250	cu. yds.	Cinders in Footpaths	.70	175.00
240	M-gal.	Sprinkling	1.25	300.00
All Required		Automatic Underground Irrig. System (70%)		1,820.00
200	lbs.	Metal Reinforcement	.05	10.00
				$42,508.50

All Required	Move and Reestablish Water System (City of Bend Forces) (70%)		$ 448.00
		Subtotal	$ 42,951.50
		10% Engr. & Cont.	4,295.15
		Total	47,246.65

Length 0.368 mile
Cost per mile $128,387.63

28' Roadway (Sta. 36/15 to 40/20)

All Required	Clearing and Grubbing	$ - -	20.00
70 cu. yd.	Solid Rock Trench Excavation	4.00	280.00
40 cu. yd.	Excavation for Pump House and Drainage Tunnel	5.00	200.00
3,500 cu. yd.	Common Excavation	.50	1,750.00
12,000 cu. yd.	Solid Rock Excavation	1.70	20,400.00
.08 mile	Finishing Roadbed & Slopes	200.00	16.00
75 l. f.	4" Cast iron Soil Pipe	1.00	75.00
850 l. f.	8" Metal Drain Pipe	.60	510.00
35 l. f.	10" Metal Drain Pipe	.80	28.00
All Required	Salvaging Water Pipe (30%)		100.00
88 cu. yd.	Concrete Curbs and Gutters	20.00	1,760.00
250 cu. yd.	Pit-run Gravel Base	1.15	287.50
20 M-gal	Sprinkling	1.25	25.00
All Required	Automatic Underground Irrigation System (30%)		780.00
180 cu. yd.	Class "A" Concrete	25.00	4,500.00
400 lb.	Metal Reinforcement	.05	20.00
658 l. f.	Metal Handrail	5.00	3,290.00
			34,041.50
All Required	Move and Reestablish Water System (City of Bend Forces) (30%)		192.00
		Subtotal	34,233.50
		10% Engr. & Cont.	3,423.35
		Total	37,656.85

Length .077 mile
Cost per mile 489,050.00

Structure

564	cu. yds.	Class "A" Concrete	$ 25.00	$ 14,100.00
39,400	lbs.	Metal Reinforcement	.05	1,970.00
150,000	lbs.	Structural Steel	.07	10,500.00
2,700	sq. ft.	Membrane Waterproofing	.20	540.00
160	sq. ft.	Asphalt Plank	.35	56.00
2,500	sq. ft.	Asphaltic Protection Course	.20	500.00
252	lin. ft.	Metal Handrail	5.00	1,260.00
All Required		Electric Wiring and Fixtures		1,500.00
				$ 30,426.00
All Required		Move and Rearrange Tracks, Telegraph and Signal Lines (Oregon Trunk R.R. Forces)		$ 6,600.00
			Subtotal	$ 37,026.00
			10% Engr. & Cont.	3,702.60
			Total	$ 40,728.60

FAGM Funds Requested:

22' Roadway	$ 47,246.65
28' Roadway	37,656.85
Structure	40,728.60
	$125,632.10

NON-PARTICIPATING ITEMS

Bituminous Macadam Wearing Surface and Oil Mat Surface Treatment:

0.70	mile	Preparation of Base	$100.00	$ 70.00
900	cu. yd.	Placing Mineral Aggregate	1.20	1,080.00
5,900	yd. mi.	Hauling Mineral Aggregate	.10	590.00
24	tons	Emulsified or Cutback Asphalt	25.00	600.00
58	tons	Asphalt in Place	25.00	1,450.00
				$ 3,790.00

Crushed Rock in Stockpile for Non-participating Oiling Work Furnished Under State Contract No. 1967:

417	cu. yd.	2½" - 1 1/4" Crushed Rock in Stockpile (P.A. #5)	$ 1.40	$ 583.80
225	cu. yd.	1 1/4" - 3/4" Crushed Rock in Stockpile (P.A. #5)	1.40	315.00
108	cu. yd.	3/4" - ½" Crushed Rock in Stockpile (P.A. #5)	1.40	151.20
175	cu. yd.	½" - 1/4" Crushed Rock in Stockpile (P.A. #5)	1.40	245.00
				$ 1,295.00

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 183-J(1) (Cm)

THIRD STREET UNDERCROSSING ON

THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June ~~2~~ 5, 1939

22' Roadwork (Sta. 23+50 to 36+15) (Sta. 40+20 to 47+00)

All Required		Clearing and Grubbing	$ - -	$ 80.00
410	cu. yds.	Common Trench Excavation	1.00	410.00
400	cu. yds.	Solid Rock Trench Excavation	4.00	1,600.00
11,900	cu. yds.	Common Excavation	.50	5,950.00
9,200	cu. yds.	Solid Rock Excavation	1.70	15,640.00
70,800	yd. mi.	Truck Haul	.12	8,496.00
0.37	mile	Finishing Roadbed and Slopes	200.00	74.00
900	cu. yds.	Salvaging Surfacing Materials	.60	540.00
600	cu. yds.	Stockpiling and Reloading Salvaged Materials	.30	180.00
50	yd. mi.	Hauling Salvaged Materials	.12	6.00
1,450	sq. yds.	Removal of Old Pavement and Walks	.30	435.00
100	lin. ft.	12" Corr. Iron Siphon Pipe	1.50	150.00
230	lin. ft.	18" Corr. Iron Pipe	2.00	460.00
70	lin. ft.	18" Concrete Pipe	2.00	140.00
4	only	Concrete Catch Basins	75.00	300.00
All Required		Salvaging Water Pipe (70%)		200.00
20	cu. yds.	Dry Rubble Masonry	5.00	100.00
6	cu. yds.	Concrete Curbs and Gutters	20.00	120.00
All Required		Constructing Curb Recesses (30%)		5.00
250	sq. yds.	Concrete Sidewalks	2.00	500.00
1,400	lin. ft.	Metal Guard Fence	1.50	2,100.00
100	lin. ft.	Cable Guard Fence	1.25	125.00
2,250	cu. yds.	Pit-run Gravel Base	1.15	2,587.50
250	cu. yds.	Cinders in Footpaths	.70	175.00
240	M-gal.	Sprinkling	1.25	300.00
0.62	mile	Preparation of Base	100.00	62.00
760	cu. yds.	Placing Mineral Aggregate	1.20	912.00
5,000	yd. mi.	Hauling Mineral Aggregate	.10	500.00
23	tons	Emulsified or Cutback Asphalt in Place	25.00	575.00
50	tons	Asphalt in Place	25.00	1,250.00
All Required		Automatic Underground Irrig. System (70%)		1,820.00
200	lbs.	Metal Reinforcement	.05	10.00
				$ 45,802.50

Out

27

All Required		Move and Reestablish Water System (City of Bend Forces) (70%)		$ 448.00
		Subtotal		$ ~~46,250.50~~
		10% Engr. & Cont.		~~4,625.05~~
		Total		$ ~~50,875.55~~

Length	0.368 mile
Cost per mile	$ 138,248.77

47 246 65

28' Roadway (Sta. 36+15 to 40+20)

All Required		Clearing and Grubbing	$ - -	$ 20.00
70	cu. yds.	Solid Rock Trench Excavation	4.00	280.00
40	cu. yds.	Excavation for Pump House and Drainage Tunnel	5.00	200.00
3,500	cu. yds.	Common Excavation	.50	1,750.00
12,000	cu. yds.	Solid Rock Excavation	1.70	20,400.00
.08	mile	Finishing Roadbed and Slopes	200.00	16.00
75	lin. ft.	4" Cast Iron Soil Pipe	1.00	75.00
850	lin. ft.	6" Metal Drain Pipe	.60	510.00
35	lin. ft.	10" Metal Drain Pipe	.80	28.00
All Required		Salvaging Water Pipe (30%)		100.00
88	cu. yds.	Concrete Curbs and Gutters	20.00	1,760.00
250	cu. yds.	Pit-run Gravel Base	1.15	287.50
20	M-gal.	Sprinkling	1.25	25.00
.08	mile	Preparation of Base	100.00	8.00
140	cu. yds.	Placing Mineral Aggregate	1.20	168.00
900	yd. mi.	Hauling Mineral Aggregate	.10	90.00
1	ton	Emulsified or Cutback Asphalt in Place	25.00	25.00
8	tons	Asphalt in Place	25.00	200.00
All Required		Automatic Underground Irrig. System (30%)		780.00
180	cu. yds.	Class "A" Concrete	25.00	4,500.00
400	lbs.	Metal Reinforcement	.05	20.00
658	lin. ft.	Metal Handrail	5.00	3,290.00
				$ ~~34,532.50~~
All Required		Move and Reestablish Water System (City of Bend Forces) (30%)		$ 192.00
		Subtotal		$ ~~34,724.50~~
		10% Engr. & Cont.		~~3,472.45~~
		Total		$ 38,196.95

Length	.077 mile
Cost per mile	$ ~~496,064.28~~

Structure

564	cu. yds.	Class "A" Concrete	$ 25.00	$ 14,100.00
39,400	lbs.	Metal Reinforcement	.05	1,970.00
150,000	lbs.	Structural Steel	.07	10,500.00
2,700	sq. ft.	Membrane Waterproofing	.20	540.00
160	sq. ft.	Asphalt Plank	.35	56.00
2,500	sq. ft.	Asphaltic Protection Course	.20	500.00
252	lin. ft.	Metal Handrail	5.00	1,260.00
All Required		Electric Wiring and Fixtures		1,500.00
				$ 30,426.00
All Required		Move and Rearrange Tracks, Telegraph and Signal Lines (Oregon Trunk R.R. Forces)		$ 6,600.00
		Subtotal		$ 37,026.00
		10% Engr. & Cont.		3,702.60
		Total		$ 40,728.60

FAGM Funds Requested:

22' Roadway	~~$ 50,875.55~~	47246.65
28' Roadway	~~38,196.95~~	37656.85
Structure	40,728.60	
	~~$129,801.10~~	125632.10

Ⓐ

NON-PARTICIPATING ITEMS

Crushed Rock in Stockpile For non participating oiling Work. **Furnished Under State Contract No. 1967:**

417	cu. yds.	2½" - 1½" Crushed Rock in Stockpile (P. A. #5)	1.40	$ 583.80
225	cu. yds.	1½" - 3/4" Crushed Rock in Stockpile (P. A. #5)	1.40	315.00
108	cu. yds.	3/4" - ½" Crushed Rock in Stockpile (P. A. #5)	1.40	151.20
175	cu. yds.	½" - ¼" Crushed Rock in Stockpile (P. A. #5)	1.40	245.00
				$ 1,295.00

FAGM 123-J-1

July 28, 1939

Mr. S. H. Probert

Mr. Tom Edwards

Width of right of way on
Third Street Undercrossing,
Bend

Dear Sir:

Reference is made to Mr. R. M. Smith's letter of July 27, in regards to the width of right of way between Stations 1180 and 1210 on the Third Street Undercrossing. The 400' construction map, Bend-Lava Butte, 2B-20-9, from which the federal aid sheets were made, is the only record we have. The right of way was undoubtedly acquired by the county or city as there is not a deed or description on file here for property on the section of The Dalles-California Highway other than those acquired at the undercrossing just recently.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by E. Saling/ME

FAGM 123-8-1

July 28, 1939

Mr. S. H. Probert

Mr. Tom Edwards

Width of right of way on
Third Street Undercrossing,
Bend

Dear Sir:

Reference is made to Mr. R. M. Smith's letter of July 27, in regards to the width of right of way between Stations 1180 and 1210 on the Third Street Undercrossing. The 400' construction map, Bend-Lava Butte, 2B-20-9, from which the federal aid sheets were made, is the only record we have. The right of way was undoubtedly acquired by the county or city as there is not a deed or description on file here for property on the section of The Dalles-California Highway other than those acquired at the undercrossing just recently.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by E. Saling/ME

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon

July 27th, 1939

From: Wm. E. Chandler

To: S. H. Probert

Subject: Right of Way for THIRD STREET UNDERCROSSING, Bend

Dear Sir:

Resident Engineer Edwards who has charge of the above project reports that he is not definitely able to verify the right of way width on the The Dalles-California between Station 1180+00 ~~and~~ to Station 1210+00 as shown on the plans for the Third Street Undercrossing.

Considerable of the county records were destroyed when the court house burned in 1936.

Will you please advise Mr. Edwards direct the correct right of way widths for this section?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: R. M. Smith
R. M. Smith

RMS:f

RECEIVED
JUL 20 1939
FOR FILING

FAGM 123-B-1

July 19, 1939

BIRKEMEIER & SAREMAL
Milwaukie, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2195 which was awarded to you on June 22, 1939, by the State Highway Commission for the construction of an undercrossing under the Oregon Trunk Railway Company's tracks on The Dalles-California Highway, in Bend, Deschutes County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
[illegible]

RECEIVED
JUL 11 1939
STATE HIGHWAY COMMISSION

RECEIVED

Fagm
123-J-1

Bend, Oregon
July 10, 1939

Mr. W. W. Lynch
District Engineer
Public Roads Administration
Portland, Oregon

Dear Sir:

Work was started today on the Third Street Undercrossing in the City of Bend, Project FAGM 123-J (1)(sm), under contract number 2198.

Very truly yours

Tom Edwards

Tom Edwards
Resident Bridge Engineer

cc-R. H. Baldock ✓
G. S. Paxson
Wm. E. Chandler

NOT
State Highway Engi

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
ACTING BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUL 11 1939
STATE HIGHWAY COMMISSION

RECEIVED
JUL 12 1939

FAgM
123-J-1

Bend, Oregon
July 10, 1939

Mr. W. W. Lynch
District Engineer
Public Roads Administration
Portland, Oregon

Dear Sir:

Work was started today on the Third Street Undercrossing in the City of Bend, Project FAGM 123-J (1)(cm), under contract number 2193.

Very truly yours

Tom Edwards

Tom Edwards
Resident Bridge Engineer

cc-R. H. Baldock ✓
G. S. Paxson
Wm. E. Chandler

NOT
State Highway

FORM S-A-1 5M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 5 1939
FOR FILING
7197M
123-J-1

July 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of resolution relative to traffic and encroachments for Project FAGM 123-J (1) (cn), for the grade separation project on Third Street in the City of Bend.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MB

Encl.

Jon

OREGON STATE HIGHWAY COMMISSION
BEND OREGON

July 1, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today recommending approval of the revised plans for the Third Street Undercrossing, Oregon FAGM 125-J(1) (6n), which you submitted with your letter of June 29th.

It is our understanding that no increase in Federal Aid allotment is involved.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

FORM 5-S-1 1M 5-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 2[illegible] 1939

RECEIVED
JUN 27 1939
OREGON
STATE HIGHWAY COMMISSION

June 26, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
C. B. McCullough

Dear Sir:

I would like to recommend that Tom Edwards be assigned Resident Engineer on the Third Street Underpass.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

wec/e
cc Mr. R. H. Baldock
cc Mr. G. S. Paxson

RECEIVED
JUN 28 1939
FOR FILING

7a8hw 123-J-1

June 27, 1939

BIRKEMEIER & SAREMAL
Milwaukie, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2195 which was awarded to you by the State Highway Commission on June 22, 1939, covering the construction of the Third Street Undercrossing under Oregon-Trunk Railway Company tracks, on The Dalles-California Highway in the city of Bend, Deschutes County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 7) of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Bridge Department

RECEIVED
JUN 24 1939

FAGM 123-J1

June 23, 1939

Birkemeier & Saremal

Milwaukie, Oregon

Gentlemen:

The State Highway Commission on June 22, 1939, awarded you the contract for construction of the Third Street Undercrossing on The Dalles-California Highway, in the city of Bend. This award was based on your low bid of $116,577.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 24 1939
OREGON
STATE HIGHWAY COMMISSION

June 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing project FAGM 123-J (1) (On F.A.System), Third Street undercrossing on The Dalles-California Highway in Bend, to Birkemeier & Saremal, Milwaukie, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 21 1939
OREGON
STATE HIGHWAY COMMISSION

June 20, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention of Mr. Probert

Dear Sir:

With reference to the non-participating items for bituminous macadam shown on the preliminary estimate for Oregon FAGM 123-J (1), the Bend Undercrossing, we are today in receipt of wire advice that the Chief of Bureau has given prior approval to the Federal participation in the cost of hauling and placing of the stockpiled aggregate and in the cost of constructing the completed surfacing.

The project agreement estimate should, therefore, show these items as participating and show only the stockpiled rock as a non-participating item.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

FORM 5-D-1 1M 6-29

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE No

June 19,1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the THIRD STREET UNDERCROSSING section of the The Dalles-California Highway in Deschutes County:

Item No.	Item	Quantity	Unit Price	Amount
1.	Clearing & Grubbing		Lump Sum	250.00
2.	Common Trench Excavation	460 cu. yd.	1.00	460.00
3.	Solid Rock Trench Excavation	490 cu. yd.	4.00	1,960.00
4.	Excavation for Pumphouse, Well and Drainage Tunnel	40 cu. yd.	12.50	500.00
5.	Common Excavation	16,000 cu. yd.	0.40	6,400.00
6.	Solid Rock Excavation	22,000 cu. yd.	1.50	33,000.00
7.	Truck Haul	72,000 yd. mi.	0.12	8,640.00
8.	Finishing Roadbed & Slopes	3.8 mile	400.00	1,520.00
9.	Salvaging Surfacing Materials	900 cu. yd.	0.75	675.00
10.	Stockpiling & Reloading Salvaged [redacted]	600 cu. yd.	0.75	450.00
[redacted]	[redacted]	50 yd. mi.	0.30	15.00
[redacted]	[redacted]	1,450 sq. yd.	0.40	580.00
[redacted]	[redacted]	75 lin. ft.	1.00	75.00
14.	8-inch Metal Drain Pipe	850 lin. ft.	1.00	850.00
15.	10-inch Metal Drain Pipe	35 lin. ft.	1.00	35.00
16.	12-inch Corr. Iron Siphon Pipe	100 lin. ft.	1.50	150.00
17.	18-inch Corrugated Iron Pipe	230 lin. ft.	2.00	460.00
18.	12-inch Concrete Pipe	90.lin. ft.	1.50	135.00
19.	18-inch Concrete Pipe	130 lin. ft.	2.00	260.00
20.	12-inch Concrete Siphon Pipe	90 lin. ft.	1.50	135.00
21.	18-inch Concrete Siphon Pipe	20 lin. ft.	2.50	50.00
22.	Roadway Catch Basins	4 only	50.00	200.00
23.	Salvaging Existing Water Pipe	All Required		500.00
24.	Dry Rubble Masonry	20 cu. yd.	20.00	400.00
25.	Concrete Curbs & Gutters	100 cu. yd.	28.00	2,800.00
26.	Constructing Curb Recesses	All Required		50.00
27.	Concrete Sidewalks	250 sq. yd.	1.70	425.00
28.	Metal Guard Fence	1,400 lin. ft.	1.00	1,400.00

29.	Cable Guard Fence	100 lin. ft.	1.50	150.00
30.	Pit-run Gravel Base	2,900 cu. yd.	1.00	2,900.00
31.	Cinders in Footpaths	310 cu. yd.	1.00	310.00
32.	Sprinkling	300 M-Gal.	1.50	450.00
33.	Preparation of Base	0.8 mile	1.50	120.00
34.	Placing Mineral Aggregate	1,200 cu. yd.	1.00	1,200.00
35.	Hauling Mineral Aggregate	7,400 yd. mi.	0.15	1,110.00
36.	Emulsified or Cutback Asphalt in Place	30 tons	22.00	660.00
37.	Asphalt in Place	74 tons	22.00	1,628.00
38.	Automatic Underground Irrigation System	All Required		2,000.00
39.	Class "A" Concrete	760 cu. yd.	24.00	18,240.00
40.	Metal Reinforcement	40,000 lb.	0.055	2,200.00
41.	Structural Steel	150,000 lb.	0.072	10,800.00
42.	Membrane Waterproofing	2,700 sq.ft.	0.20	540.00
43.	Asphalt Plank	160 sq. ft.	0.50	80.00
44.	Asphaltic Protection Course	2,500 sq. ft.	0.20	500.00
45.	Metal Handrail	910 lin. ft.	5.50	5,005.00
46.	Electric Wiring and Fixtures	All Required		1,732.00

Total amount of Estimate $ 112,000.00

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

[illegible]:r

RECEIVED

FAGM 123-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Grade Crossing Project F.A.G.M. 123-J (1), the Third Street Undercrossing of the Oregon Trunk Railroad in Bend, on The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

Lor

BEND UNDER-CROSSING

Irrigation System

Estimate

Taps	$100.00
Main under highway	65.00
Street Washers	50.00
2 Controllers	200.00
4,000' 1/4" copper tubing @ .07	280.00
275 heads @ .75	210.00
600' 2" @ .40	240.00
1,000' 1½" @ .35	350.00
500' 1¼" @ .30	150.00
1,360' 1" @ .25	340.00
1,200 3/4" @ .20	240.00
1,000' 1/2" @ .15	150.00
15 section valves @ 15.00	225.00
Total	$2,600.00

6/2/39

FORM 5-E-1 2M 6-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 31, 1939

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

Herewith estimate of quantities and prices on the structural quantities for the Third Street Underpass in Bend.

	Net	Plus	Gross			
Class "A" Concrete	705	55	760	at	$25.00	$19,000.00
Metal Reinforcement	34,000	6,000	40,000	at	0.05	2,000.00
Structural Steel	145,000	5,000	150,000	at	0.07	10,500.00
Membrane Waterproofing	2,620	80	2,700	at	0.20	540.00
Asphalt Plank	155	5	160	at	0.35	56.00
Asphaltic Protection Course	2,440	60	2,500	at	0.20	500.00
Metal Handrail	905	5	910	at	5.00	4,550.00
Electric Wiring and Fixtures	Lump Sum					500.00
						$37,646.00

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc J. W. Nash

RECEIVED
[illegible]
FOR FILING

June 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Third Street Undercrossing, Project No. FAGM 123-J (1) (On).

We are sending under separate cover the following papers:

Five sets of blueprint plans
Five copies of bid proposals
Three copies of agreement with Oregon Trunk Railway
Three copies of agreement with City of Bend

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS .

Encl.

THIRD STREET UNDERCROSSING

PROJECT NO. WPGM 123-F(1) (On)

(Reestablish water system by City of Bend Forces)

Laying 1,284 ft. 8" Pipe	at $	0.15	$ 192.60
300 lbs. Hydro-tite	"	0.875	26.25
30 lbs. Jute	"	0.28	8.40
4-8" 45 Degree Elbows	"	10.46	41.84
16 Additional ft. 8" Pipe	"	1.126	18.01
8" Line Across Scott			
28 Additional ft. 8" Pipe	"	1.126	31.53
4 Long Sweep 90 Degree Elbows	"	12.50	50.00
50 lbs. Hydro-tite	"	0.0875	4.37
Labor			25.00
2" Line from Alley to Scott			
156 ft. 2" Std. Pipe	"	0.22	34.32
Labor	"	0.10	15.60
4" Line - Athletic Field			
100 ft. 4" Cast Iron Pipe	"	0.55	55.00
Labor laying 296 ft.	"	0.10	29.60
1-4" 30 Degree Elbow			5.00
Moving Fire Hydrant-Scott & 3rd Street			25.00
Moving fence west side pump house			20.00
4 Valve Boxes to be installed near pump house in 4 ft. fill	at	7.00	28.00
Labor - Boxes			4.00
Raising Electric Service wires, including poles, labor, blasting hole, etc.			35.00
	Total		$ 649.52
	(Use)		$ 640.00

THIRD STREET UNDERCROSSING

PROJECT NO. FAGM 123-J(1) (On)

(Move and Reestablish Railroad Tracks, Telegraph and Signal Lines by R.R. Company's Forces)

Install Temporary By-pass Track	$ 2,630.44
Remove and Salvage Existing Tracks	Cr. 656.91
Install New Siding Track Along South Leg of Wye	2,[illegible]
Replace Main Line and North Siding Tracks Across Structure	1,140.01
Revise, Alter and/or Safeguard Signal and Telegraph Lines	300.00
Inspection and Flagmen	420.00
Total	$ 6,634.36
(Use)	$ 6,600.00

2169

Third Street Undercrossing
Project No FAGM 125-J(1)(on)

(Reestablish water system by City of Bend Forces)

CITY OF BEND

Bend, Oregon

THIRD STREET UNDERCROSSING

Estimated cost of Installing 8" Pipe in trench to be excavated by contractor.

Laying 1284 ft. 8" Pipe	@ $0.15	$192.60
300 lbs. Hydro-tite	@ 0.875	26.25
30 lbs. Jute	@ 0.28	8.40
4-8" 45 Degree Elbows	@ 10.46	41.84
16 Additional ft. 8" Pipe	@ 1.126	18.01
8" Line Across Scott		
28 Additional ft. 8" Pipe	@ 1.126	31.53
4-Long Sweep 90 /Degree Elbows	@ 12.50	50.00
50 lbs. Hydrotite	@ 0.0875	4.37
Labor		25.00
2" Line from Alley to Scott		
156 ft. 2" Std. Pipe	@ 0.22	34.32
Labor	@ 0.10	15.60
4" Line-Athletic Field		
100 ft. 4" Cast Iron Pipe	@ 0.55	55.00
Labor Laying 296 ft.	@ 0.10	29.60
1-4" 30 Degree Elbow		5.00
Moving Fire Hydrant-Scott & 3rd. Street		25.00
Moving fence west side pump house		20.00
4-Valve Boxes to be installed near pump house in 4 ft. fill @ $7.00		28.00
Labor - Boxes		4.00
Raising Electric Service wires, including poles, labor, blasting hole, etc.		35.00
Grand Total		$649.52

40 + 00
36 + 00
34 00

32 + 00
45 + 00
1300

$ 640.00

(Used)

THIRD STREET UNDERCROSSING

PROJECT NO. FAGM 123-J(1) (GM)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 2, 1939

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

REC'D [illegible]
FOR [illegible]

[illegible] Prints [illegible]

May 29, 1939

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

NOTED
Asst. State Highway Engineer

Dear Sir:

Herewith five copies of the agreement between the State and the City of Bend, covering the reimbursement to the City for the work that they will do with their own forces in revising the water system interfered with by the Third Street Undercrossing in Bend.

Will you please present these to Mr. Baldock for approval and to the Commission for execution.

Yours very truly,

G. S. Paxson
Bridge Engineer

GSP:TH
Att.
cc: R. H. Baldock

FORM 9-8-1 1960 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
MAY 1 1939
FOR FILING

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Paxson
[illegible]

May 11, 1939

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith three copies of the proposed agreement between the Oregon Trunk Railway and the State covering the Third Street Undercrossing in Bend. These have been executed by the railway officials and are ready for execution by the Highway Commission. While these agreements have been gone over with Mr. Baldock before they were sent out, he has not yet signed them.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-T-1 5M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

April 28, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
Office

NOTED
C. B. McCULLOUGH

Dear Sir:

I am handing you herewith maps showing changes which I believe advisable to make in the plans for the Bend Underpass Project.

I think most of the proposals are self-explanatory but I wish to call your attention to the following in particular:

(1) At the south end, in order to bring traffic into the intersection from West Scott and Davis Avenue at nearly a right angle, I have shown a curb and an 18-foot radius. This curb extends into what would normally be part of the street area and may interfere somewhat with parking in front of the house at that intersection, but I do not see any other way the channelization of traffic can be handled satisfactorily.

(2) Lights should be installed on the triangular island on the east side of the intersection on the two corners nearest the highway.

(3) The radii of the intersection of Scott Street and the West Scott sideroad should be cut down to 25 feet or less. There is no necessity for large radii and the changing will eliminate a certain amount of concrete pavement.

(4) I have moved the curb on the south side of Davis Avenue so as to provide a greater street width.

(5) At the intersection of East Third and Franklin, I am recommending that the intersection be left as an ordinary 4-lane intersection with a 15 or 20 foot radius curb on the southwest corner or changed as shown on the plan attached hereto. If the

intersection is constructed as shown on the original plan, I am satisfied that it will be conducive to accidents. In such case, traffic from the south to the west will have to cross the path of other vehicles twice at a flat angle in each instance.

Examination of the traffic count at this intersection shows that there is a considerable amount of traffic from the west to the north and vice versa, and from the north to the south and vice versa. If constructed in the manner shown on the attached plan, traffic from the west to the south on the highway route would come into Third on an accelerating lane constructed alongside of the other lane in the same direction and would not interfere greatly with traffic from the north. Traffic from the south to the west would pass around the island and the point of conflict with other traffic would be concentrated at the intersection proper. Traffic entering the intersection from the west to east and west to north; from the north to south and north to east; and, from the east would be required to stop before entering the intersection. Traffic from the north to west could enter the intersection without stopping by reason of the additional width which would be provided.

I am attaching also a sketch showing the widths of sidewalks and lanes as I believe they should be in the ultimate improvement.

Very truly yours,

John Beakey
Traffic Engineer

JB:JJ

RECEIVED
APR 21 1939
FOR FILING

April 20, 1939

Pacific Power and Light Co.,
Public Service Building
Portland, Oregon

Attention: R. L. Stout,
Property Department

Gentlemen:

I have just received your letter of April 19 requesting a set of the plans of the proposed undergrade crossing of the Oregon Trunk Railway on East Third Street in Bend, including the cutting back of the corner at East Franklin and East Third Streets. I have asked our Bridge Department to furnish me with a set of these plans and I will be pleased to see that they are forwarded to you as soon as they are printed.

I might state that there is a bare possibility that the plans will be changed slightly but I do not think that it will have any bearing on the reconstruction of your facilities. However, it might be well for you to check on this before you go to any expense.

Yours very truly,

HBG:MC

Secretary

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 20 1939
OREGON
STATE HIGHWAY COMMISSION

April 19th 1939

Oregon State Highway Commission
Salem Oregon

Attention MR H B GLAISYER

Gentlemen

We have been informed that the State Highway Commission has completed plans for an undergrade crossing of the Oregon Trunk Railway along East Third Street in Bend, Oregon, also for cutting back the corner at East Franklin and East Third streets in Bend.

We have a pole line along the west side of Third Street which no doubt will have to be changed if the proposed street improvement is made. We should like to have a copy of the plans so that changes required in our facilities may be taken care of at the proper time.

Yours very truly,

RLS KH

Property Department

By R. L. Strong

FORM 8-K-1 2000 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 21 1939
FOR FILING

NOTED
C. B. McCullough

April 19, 1939

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

Reference is made to your communication of the seventeenth instant with regard to agreement with the City of Bend covering the Third Street undercrossing project.

With your communication you transmitted copies of Ordinances N. S. 208 and N. S. 155 granting franchises to Consumers Gas Corporation and to the Pacific Telephone and Telegraph Company.

Ordinance N. S. 208, adopted and approved by the Mayor on January 16, 1935, grants to Consumers Gas Corporation the right to construct and extend and thereafter to operate and maintain, repair, and/or replace a system for the distribution of gas to the general public, and extends for a term of twenty years. This ordinance reserves in the City the right to prosecute and maintain public improvements and provides that if such work requires the removal, readjustment, relocation, or change of any of the Gas Corporation facilities such work shall be done by and at the sole expense of the Gas Corporation. It therefore does not appear that the Gas Corporation would be entitled to reimbursement for any of such work.

Ordinance N. S. 155, passed June 6, 1930, granted to the Pacific Telephone and Telegraph Company the right to place, erect, lay, maintain, operate, repair, remove, or replace a telephone system upon and under the streets, alleys, avenues, thoroughfares, public highways, and public grounds in the City of Bend. The ordinance reserves in the City the right to make public street improvements, etc., but provides that such work shall be done so as not to interrupt the telephone or telegraph service being rendered by the company and, if possible, so as not to obstruct or prevent the free use of the facilities of the company. There is nothing in the ordinance which provides that the costs of rearrangement work shall be borne by the company, and in view of the fact that the ordinance is based upon annual payments of $600.00 by the company, which in itself is a valuable consideration for the franchise, it is our opinion that the company could not be required to bear the expense of the moving and rearranging of its facilities and that therefore this cost would be a properly reimbursable item in connection with the construction of the project.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. C. B. McCullough
Mr. H. C. Smith
Mr. S. H. Probert
Mr. W. E. Chandler

FORM 8-G-1, 10 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

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RECEIVED
APR 20 1939
OREGON
STATE HIGHWAY COMMISSION

April 19th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED

Dear Sir:

Thomas H. Burgess, Supervisor of the Deschutes National Forest Service, Bend, called at this office today and requested two (2) sets of plans of the proposed THIRD STREET UNDERCROSSING. If available, will you please forward same direct to him?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RS:f

cc - Mr. R. H. Baldock ✓

FORM [illegible] 1M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 19 1939
OREGON
STATE HIGHWAY COMMISSION

April 18th
1939

NOTED
Asst State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to the substitution of B-11 for concrete surfacing between Stations 36+15 and 40+20 on the proposed THIRD STREET UNDERCROSSING project in Bend.

We submit herewith computations showing the changes in quantities on Items 18, 19 and 20 and the elimination of Items 22, 23, 24, 25, 26 and 27. Our computations show that it will be necessary to purchase by Price Agreement 95 cubic yards of 2½" - 1¼" aggregate. This matter has been referred to Resident Engineer Gould with instructions to contact Contractor Lackey with a view to securing this material from his Tumalo pit setup under Contract 2144.

We call your attention to an error in our Statement of Source of Materials listing stockpile site and highway map file number for the location of the aggregate at the Deschutes-Tumalo Secondary Highway junction. This mile post should be shown as 130.44, 1R1-1285 instead of Mile Post 132.07 1R1-1324.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓

Substituting B-11 for Concrete

Station 36+15 to Station 40+20 (405 ft.)
Average width = 30.74 ft.
Less 2 ft. for concrete curbs = 28.74 ft.

18. **Pitrun Gravel Base:**

$\frac{405 \times 28.74 \times 0.5}{27}$ = 215.5 cu. yds. plus 14.5 = 230 cu. yds.

230 plus 2370 = total 2600 cubic yards pitrun gravel base

19. **Placing Mineral Aggregate** (B-11)

$\frac{405 \times 28.74 \times .111}{9}$ = 143.5 plus 6.5 = 150 cu. yds.

150 plus 950 = total 1100 cubic yards

20. **SC-6 Road Oil in Place**

$\frac{405 \times 28.74 \times 2.}{9. \times 239}$ = 10.8 tons plus 2.2 = 13 tons

13 tons plus 80 = total 93 tons

Additemnal 2½" - 1¼" Mineral Aggregate Required

$\frac{405 \times 28.74 \times 0.060}{9}$ = 77.6 cubic yards

77.6 plus 395.2 = 472.8 plus 5% = 496 cu. yds.

Total 2½" - 1¼" available = 401

496 Minus 401 = 95 cubic yards required to be purchased

NOTE: Substitution of B-11 eliminates Items 22,23,24,25,26 and 27 totaling $3,764.50 and increase in Items 18, 19 and 20 totaling $780.00 constitutes a saving of approximately $2,984.50.

FORM 1-2-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

April 12th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: Mr. H. G. Smith

Dear Sir:

In response to your request of the 10th instant we are enclosing three (3) copies of Statement of Source of Materials and Stockpile Sites on the THIRD STREET UNDERCROSSING project in Bend. This is a copy of the one submitted on March 3rd.

When Mr. Paxson visited this office yesterday he informed us that the plans now call for the construction of a B-11 throughout the length of the project thereby eliminating the concrete pavement under the structure.

In this regard, we wish to call your attention to the fact that there is but 401 yards of 2½"-1½" crushed aggregate now in state owned stockpiles in this vicinity.

Pleast note the list of approximate quantities of various sizes of materials stockpiled within reasonable hauling distance of this project on the back of the Statement of Source of Materials. It may be possible to secure a price agreement from Contractor Chester T. Lackey for the production of the balance of the course aggregate from his proposed setup at Tumalo. It will probably be a month or more before he is operating in that vicinity.

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

3 Encls.
cc-Mr. R. H. Baldock ✓

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 29, 1938.

Const.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

The bridge department are desirous of completing plans for the Third St. Undercrossing in Bend and have requested detail map showing the connections to side streest. Our records indicate that the 100' and the 20' detail maps were returned to you on November 1st. Will you please return these maps and profile to this office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
C.B. McCullough

M 5-6-0 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

October 26, 1938

Const
Proj
[illegible]

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

As requested we are enclosing standard specifications for concrete pavement on two projects, for your use in working up the special provisions on the Third St. Grade Separation Project in Bend.

The latest specification for concrete pavement is shown in the special provisions for the Siuslaw Junction-Ross Island Station Section, and your special provisions should follow them.

The special provisions for the Ontario Crossing Project is being sent in order to show you how the grading and paving specifications are tied in with the structure specifications. The pavement specifications are not to the present standards, otherwise the form can be used as a guide in owrking up your project.

This is a Federal project and for this reason dowel bars cannot be eliminated without the consent of the Bureau. We do not believe there would be sufficient time to secure the consent of the Bureau as we do not wish to delay the award of the project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

SHM 5-9-1 2500 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 26 1938
FOR FILING
Const. Subjects
Grad. Crossing

NOTED
State Highway Engineer

October 24th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Will you please send us the latest standards for specifications and plans of a concrete pavement project for reference in connection with the pavement for the grade separation on Third Street in Bend.

Due to excellent subgrade conditions I would like to leave out all dowel bars.

Will you please advise if this will be permitted?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

FORM 2-4-1 10M 2-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

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JUL 5 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const
Projects
Grade Crossings

OREGON STATE HIGHWAY COMMISSION

SALEM

June 30,1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED

Dear Sir:

We are advised by the Bridge Department that you have received permission to use a new type of deck on the side tracks for the Third St. Undercrossing in Bend, which would permit us to raise our grade line and still maintain 15' net clearance below the girders.

The following table gives the controlling grades at different stations:

Station	Elev. finished surface at centerline of roadway
37+26.14	3637.49
37+57.93	3636.41
37+88.47	3636.59
37+98.7	3636.59
38+08.93	3636.93
38+47.83	3638.15
38+58.06	3638.49

This would allow the raising of our grade line at Under Crossing approximately 2 ft. Believe the best way to do this would be by lengthening the vertical curve.

Care should be used to see that the finished grade is not higher than any of the grades given above, as these are the maximum grade.elevation for finished roadbed to give a minimum 15' clearance.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Commit

April 19th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED

Dear Sir:

Mr. Baldock will approve the rounding of the corner at East Third Street and Franklin Avenue in Bend according to the sketch, but is unwilling to improve the grades between Stations 25 and 27 or from 33 to 36. He feels that the existing grades are adequate for the speed which should be traveled at that location.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

January 24, 1938

Mr. C. G. Reiter
City Manager
Bend, Oregon

Dear Sir:

We have reached an understanding with the railroad company covering the general features of the Third Street grade separation in Bend, and as soon as the necessary preliminaries can be worked up, we will make application for a Public Utilities Commission hearing on this project.

This project is to be financed from the second half (1939) of the 1938-1939 grade separation funds. This grade separation program was authorized at the last regular session of Congress and the money would normally have been automatically available when the allocation was made by the Secretary of Agriculture. However, in a special message to the Special Session of Congress last December the President recommended that the 1939 funds be cancelled. Congress did not act upon this recommendation in the Special Session but in making the apportionment of these 1939 funds on December 31, the Secretary of Agriculture requested that no projects financed by these funds be submitted. The contracting of any work under 1939 funds is thus held up until definite action is taken on the President's recommendation or until Congress adjourns.

State funds are very limited this year and the Commission does not deem it advisable to let any great volume of work until such time as we can estimate quite accurately the highway revenues. In view of this uncertainty it is probable that the major part of the work to be financed from 1939 funds will be postponed until this coming fall.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc G. S. Paxson

SKYLINE OF THE CASCADES FROM BEND

F. S. SIMPSON, Mayor
CARL E. ERICKSON, Commissioner
W. E. IRVINE, Commissioner

City of Bend
DESCHUTES COUNTY, OREGON

C. G. REITER
City Manager

NOTED
C. S. [illegible]

RECEIVED
[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

January 20, 1938

R. H. Baldock
State Higway Engineer
Salem, Oregon

Dear Mr. Baldock:

I would appreciate your advising me as to the status of the Third Street Grade Separation Project which I understood was already to advertise for bids. We are very much interested in this project and hope that work will soon be in progress.

I will appreciate hearing from you.

Very truly yours,

C. G. Reiter

C. G. Reiter
City Manager

CGR:BF

JAN 21 1938

CONTRACT #2196

FAS 208-A-2 Provolt-Williams Sec., 1939
Williams Secon. Hwy.
2196

RECEIVED
JAN 3 1941
FOR FILING

FAS 208-A-2

January 2, 1941

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that state highway contract No. 2196 for grading, surfacing and oiling the Provolt-Williams Section of the Williams Secondary Highway, in Josephine County, has been completed and that final payment to the contractor, Newport Construction Company, will be made on or after January 13, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise you that the total amount paid the contractor in connection with this contract will be $36,449.71 of which amount $65.48 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

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DEC 9 1940
FOR FILING

FAS 298-A-2

a

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM
December 9, 1940

Subject: Claim of Newport Construction Company for extra compensation - contract No. 2196

To:

Mr. C. B. McCullough

I am handing you herewith three copies of an agreement with Newport Construction Company disposing of its claim arising out of regrading, resurfacing and oiling the Provolt-Williams Section of the Williams Secondary Highway, in Josephine County, contract No. 2196. I have retained the original of this agreement for the Commission's records and files and I have forwarded an executed copy to the Newport Construction Company. The attached are for disposition by you.

H B Glaisyer
Secretary

HB:AM

Two executed copies
to Provolt, one copy to
H. G. Smith—12-9-40

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NOV 7 1940
FOR FILING

FAS 208-A-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Nov. 1, 1940

Subject:
117-1004
Provolt-Williams

To:

H. G. Smith
Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

I am sending, herewith, for your approval, Extra Work Orders No. 1 to 5, inclusive, covering work we agreed to pay for on the Provolt-Williams Secondary, Contract 2196. These Orders are being submitted in accordance with the Agreement reached with Mr. Newport in yesterday's conference.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

ENCS

RECEIVED
NOV - 1940

RECEIVED
JAN 1
FOREST

FAS 208-A-2

HANSEN & ROWLAND INC.

January 9, 1940

Hansen & Rowland, Inc.
Washington Building,
Tacoma, Washington.

Attention: Mr. A. Van R. Schermerhorn.

Gentlemen:

BOND NO. 48460 - NEWPORT CONSTRUCTION CO.

In response to your inquiry of January 9th you are advised that final payment has not yet been made to the Newport Construction Company in connection with their contract No. 2196, Provolt-Williams Section in Josephine County.

The final payment will probably be made within the next two weeks and will be in amount of $1,057.65. The total amount earned under the contract was $35,151.80.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#2196

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
L. C. ROWLAND, SECY

RECEIVED
JAN 10 1940
HIGHWAY COMMISSION

January 9, 1940

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

RE: BOND NO. 48460 - NEWPORT CONSTRUCTION CO. to STATE OF OREGON - Provolt-Williams Secondary Highway FAS 208-A(2) and FAS-B(1), Josephine County, Oregon. Contract 2196

Gentlemen:

Please advise if final payment has been made on the above contract, and if so the total amount paid the contractor.

Thanking you for this information, we are,

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By A. Van
Surety Bond Dept.

HD

Oct. 5 -

Earned $35,151.80
Paid - $1,057.65

R.H. Baldock

FAS 208-A-2

NOTED
State Highway Engineer

Final Cost Analysis - December 23, 1939
Provolt-Williams Section
Williams Secondary Highway in Josephine County

Contract No. 2196
Newport Construction Co., Contractors

Prefix 117-1004
C. C. Gall, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$667.37	100%			$846.00
Trench Excavation	960.05	1,088.8 cu. yd.	0.882	0.90	979.92
Excavation, Single Class	5,983.25	14,185.5 " "	0.422	0.324	4,596.10
Truck Haul	1,284.03	5,235 yd. mi.	0.245	0.20	1,047.00
Finishing Roadbed and Slopes	470.96	5.74 mi.	82.049	75.60	433.94
Rounding Cutbanks	80.74	931 lin. ft.	0.087	0.08	74.48
12" Corr. Iron Pipe	168.73	174 " "	0.970	1.39	241.86
15" " " "	5.54	4 " "	1.385	1.48	5.92
18" " " "	112.51	72 " "	1.563	1.69	121.68
24" " " "	262.36	116 " "	2.262	2.30	266.80
30" " " "	41.06	14 " "	2.933	2.95	41.30
36" " " "	122.55	28 " "	4.377	3.97	111.16
12" Concrete Pipe	386.35	450 " "	0.859	1.32	594.00
15" " "	9.81	7½ " "	1.308	1.62	12.15
18" " "	199.10	120 " "	1.659	1.95	234.00
24" " "	129.73	60 " "	2.162	2.56	153.60
12" Corr. Iron Siphon Pipe	413.52	367 " "	1.127	1.62	594.54
18" " " " "	304.79	179 " "	1.703	1.99	356.21
Salvaging Culvert Pipe	112.95	369 " "	0.306	0.20	73.80
Class "A" Concrete	949.64	35.273 cu. yd.	26.923	35.00	1,234.56
Class "D" Concrete	394.97	14.801 " "	26.685	30.00	444.03
Metal Reinforcement	111.89	1,479.7 lb.	0.076	0.06	88.78
2"-0 Crushed Gravel in Base	10,202.95	8,528.0 cu. yd.	1.196	0.85	7,248.80
3/4"-0 " " " "	4,975.33	3,994.0 " "	1.246	0.95	3,794.30
Sprinkling	1,926.85	1,587.3 M-Gal.	1.214	1.25	1,984.13

Final Cost Analysis
Contract 2196

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$606.55	6.29 mi.	96.431	83.00	$522.07
Mineral Aggregate in Place	3,668.01	1,430.5 cu. yd.	2.564	2.12	3,032.66
RC-3 Asphalt in Binder	1,236.10	77.44 Ton	15.962	15.55	1,204.19
SC-6 Road Oil in Place	1,360.44	85.23 "	15.962	15.55	1,325.33
3/4"-½" Crushed Gravel in S.P.	1,505.24	1,072.6 cu. yd.	1.404	1.18	1,265.67
½"-¼" " " " "	1,501.17	1,069.7 " "	1.404	1.18	1,262.25
¼"-#10 " " " "	736.63	524.9 " "	1.404	1.18	619.38
PA #1 Barelling RC-3 Asphalt	187.70	15.26 Ton	12.300	12.30	187.70
" " SC-6 Road Oil	125.81	9.46 "	12.300	13.30	125.81
PA #2 Concrete Adjustment		6.45 Bbl.		3.795	24.48
	$41,204.68				$35,148.60

Total Cost	$41,204.68
Gross Revenue	35,148.60
Net Loss	$6,056.08

Net Loss Equals 17.23% of Gross Revenue

Contract 2196

Details of Cost

Labor:

Supervision		$1,105.74	
Labor		12,585.29	
State Industrial Accident	6.5% of P/R	889.91	
Unemployment Comp.	3% of P/R	410.73	
Old Age Benefit	1% of P/R	136.91	
			$15,128.58

Materials:

12" Corr. Iron Pipe	174	lin. ft.	at	$0.71	$123.54	
12" " " Bands	11		"	0.88	9.68	
15" " " Pipe	4	lin. ft.	"	0.83	3.32	
15" " " Bands	1		"	1.00	1.00	
18" " " Pipe	72	lin. ft.	"	0.99	71.28	
18" " " Bands	8		"	1.48	11.84	
24" " " Pipe	116	lin. ft.	"	1.55	179.80	
24" " " Bands	9		"	1.94	17.46	
30" " " Pipe	14	lin. ft.	"	1.94	27.16	
30" " " Bands	2		"	2.31	4.62	
36" " " Pipe	28	lin. ft.	"	3.02	84.56	
36" " " Bands	4		"	3.07	12.28	
12" Concrete Pipe	450	lin. ft.	"	0.54	243.00	
15" " "	7½	" "	"	0.95	7.13	
18" " "	120	" "	"	1.20	144.00	
24" " "	60	" "	"	1.55	93.00	
12" Corr. Iron Siphon Pipe	367	" "	"	0.89	326.63	
12" " " Bands	12		"	1.00	12.00	
18" Corr. Iron Siphon Pipe	179	lin. ft.	"	1.24	221.96	
18" " " Bands	6		"	1.63	9.78	
RC-3 Cutback Asphalt	92.70	Tons	"	3.10	287.37	
SC-6 Road Oil	94.69	"	"	3.10	293.54	
Freight on Oil	187.39	"	"	7.10	1,330.47	
						3,515.42

Miscellaneous:

Equipment Rental (Incl. Repairs)	$10,394.40	
Gas, Oil and Grease	3,373.51	
Move In (Other than labor)	1,400.21	
Plant Erection (Other than labor)	1,280.83	
Explosives	77.52	
Miscellaneous & Small Tools	2,361.13	
Overhead Expense	1,209.14	
Home Office Expense	702.97	
Bond	351.49	
		21,151.20

Contract 2196

Details of Cost (Contd)

R. I. Stuart's Sub-Contract:

Trench Excavation	58.6	cu. yd. at	$0.90	$52.74	
Class "A" Concrete	35.325	" " "	25.00	883.13	
" "D" "	14.801	" " "	25.00	370.03	
Metal Reinforcement	1479.7	lbs. "	0.07	103.58	
					$1,409.48
		Total Cost			$41,204.68

Contract 2196

Cost Analysis of Crushing Operations

Item	Cost	2" - 0	Unit Cost
Plant Erection	$1,422.73	8,528 cu. yd.	$0.1668
Load Pit Material	1,149.85	" " "	0.1348
Haul Pit to Plant	738.67	" " "	0.0866
Plant Operation	2,653.46	" " "	0.3112
Cost 2" - 0 in Bunker	$5,964.71	8,528 cu. yd.	$0.6994
		3/4" - 0	
Plant Erection	$666.32	3,994 cu. yd.	$0.1668
Load Pit Material	542.38	" " "	0.1358
Haul Pit to Plant	348.43	" " "	0.0872
Plant Operation	1,251.61	" " "	0.3135
Cost 3/4" - 0 in Bunker	$2,808.74	3,994 cu. yd.	$0.7033
		Min. Agg.	
Plant Erection	$238.65	1,430.5 cu. yd.	$0.1668
Load Pit Material	352.55	" " "	0.2465
Haul Pit to Plant	226.48	" " "	0.1583
Plant Operation	813.55	" " "	0.5687
Cost in Bunker	$1,631.23	1,430.5 cu. yd.	$1.1403
		Stockpile Rock	
Plant Erection	$444.97	2,667.2 cu. yd.	$0.1668
Load Pit Material	667.13	" " "	0.2501
Haul Pit to Plant	428.57	" " "	0.1607
Plant Operation	1,539.51	" " "	0.5772
Cost in Bunker	$3,080.18	2,667.2 cu. yd.	$1.1548

Contract 2196

Cost Analysis of Crushing Operations

Erection of plant was started July 1st, at the gravel bar on Williams Creek near Station 636 which was about 4.3 miles from the north end and 2.2 miles from the south end of the project. Plant erection was completed August 8th. Crushing operations were delayed a week until grading and finishing work was completed to the plant as the contractor was required to haul over the base rock as it was laid. Crushing of base rock was started August 16th and completed September 15th. Production of mineral aggregate and stockpile rock wasstarted September 16th and completed October 1st.

The crushing plant consisted of a 9" x 40" jaw and an 18" x 30" rolls crushers, a 30" x 12' rotary and a triple deck 4' x 12' Telesmith pulsating screens, 64' of 24" conveyor belt, 30' of 14" elevator bucket line, a 20" x 5' plate feeder and was powered by a 75 h.p. Fairbanks-Morse diesel engine, a PD 40 diesel engine, a 75 KVA generator and 5 electric motors from 3 h.p. to 20 h.p.

Pit material was loaded by a 3/4 cu. yd. shovel and hauled to the plant in two 1½-cu. yd. trucks.

Bid prices on all grades of rock were too low, and a loss was suffered on all crushing operations.

Contract 2196

REMARKS:

This was a Federal Aid Secondary Project and consisted of regrading 5.82 miles of highway roadbed; construction of 6.49 miles of gravel base; application of 6.49 miles of oil mat surface treatment (Type O-30 Modified); furnishing of approximately 2,300 cu. yd. of crushed gravel in stockpiles; and other incidental work. The contract was bid and awarded June 22nd, 1939; work was started June 29th and completed October 5th, 1939. The specified date of completion was September 30th, and an extension of time was requested and granted.

Clearing and grubbing was light and consisted of cleaning up brush and falling a few trees along the existing roadbed. A five man crew commenced this work on June 29th.

The contractor moved 1,030.2 cu. yd. of trench excavation, the balance amounting to 58.6 cu. yd. was done by the sub-contractor, R. I. Stuart & Sons for bid price.

Single class excavation was started at Station 404 on July 12th, a 3/4 cu. yd. shovel loading material into 1½-ton trucks. A large portion of grade excavation was scratch work with short haul and could have been more economically loaded and drifted with tractors and carryall scrapers. Excavation material consisted of about 9,000 cu. yd. of common material, 2,250 cu. yd. of solid rock and 3,350 cu. yd. of gravel borrow. The common material extended quite uniformly over a length of 5-3/4 miles and required constant moving of equipment thus increasing the cost of operation. The 2,250 cu. yd. of solid rock was in one cut, required about ¼-lb. of powder per cu. yd. and was drilled and shot at a cost of $0.20 per cu. yd. This material broke too large to be incorporated in the shallow fills and was used to widen the roadbed. To balance the fill quantities, 3,350 cu. yd. of gravel borrow was excavated from the area designated as a source for crushed gravel and hauled to the embankment. The truck haul on the gravel borrow amounted to 3,970 cu. yd. mi. which was included in the total truck haul paid on the job.

Some excavation and the finishing of roadbed and slopes was done with a 50 h.p. tractor and dozer, a pull blade and a power blade. If a tractor and carryall scraper had been used for drifting excavation material, there would have been less finishing of roadbed, and the cost of this operation would have been reduced.

Class "A" concrete, Class "D" concrete and metal reinforcement were sub-contracted to R. I. Stuart & Sons at $25.00 per cu. yd. for both Class "A" and "D" concrete and $0.07 per lb. for metal reinforcement.

Crushed gravel for surfacing cost $0.71 per cu. yd. in the bunker. Hauling 2" - 0 material cost $0.25 per cu. yd. and street work cost $0.24 per cu. yd. Hauling 3/4" - 0 material cost $0.25 per cu. yd. and street work cost $0.28 per cu. yd. 8,528 Cu. yd. of 2" - 0 material and 3,994 cu. yd. of 3/4" - 0 material were produced in 312 hours, at a rate of 40 cu. yd. per hour.

Mineral aggregate cost $1.16 in the bunker, hauling to stockpile and from stockpile to the road cost $0.45 per cu. yd., loading from stockpile cost $0.22 per cu. yd. and street work cost $0.73 per cu. yd. 1,430.5 Cu. yd. of mineral aggregate was produced in 65 hours, at a rate of 22 cu. yd. per hour.

SC-6 road oil and RC-3 asphalt cost $3.10 per ton Bay District plus $7.10 per ton freight to Grants Pass. Heating and unloading cost $1.98 per ton, hauling 16 miles cost $1.55 per ton or about $0.10 per ton mile, spreading cost $2.23 per ton.

Crushed gravel for stockpile rock cost $1.15 per cu. yd. in the bunker, hauling and stockpiling cost $0.25 per cu. yd. 1,073 Cu. yd. of 3/4-1/2, 1,070 cu. yd. of 1/2-1/4 and 525 cu. yd. of 1/4-#10 stockpile rock was produced in 123 hours, at a rate of 22 cu. yd. per hour.

A surplus of 835 cu. yd. of 3/4-0 base rock and 565 cu. yd. of 1/4-0 mineral aggregate was produced and stockpiled near the plant site. The contractor will probably dispose of this surplus to Josephine County or to the State Highway Department. About 1,800 cu. yd. of 1"-0 material was screened out and wasted while producing 4,098 cu. yd. of mineral aggregate and stockpile rock, the waste being 30% of the total material delivered to the plant for these grades.

Bid prices on grading, crushed rock and oiling were too low with the result that the contractor suffered a loss of $6,050 on the job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#2196

FAS 208-A-2

January 11, 1940

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2196, for the construction of the Provolt-Williams Section of the Williams Secondary Highway in Josephine County, has been completed by the contractors, Newport Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 20, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $35,151.80, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 22 1939

110-208-A-2

November 21, 1939

Newport Construction Co.
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

As requested by Mr. Brooke, we are sending herewith a statement of the final quantities for the concrete structures constructed under your contract for the Provolt-Williams Project in Josephine County.

It is our understanding that R. I. Stuart & Sons performed all of this work for you, but that, of course, is for you to determine before you make settlement with them.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

58.6 cu. yds. Trench Excav.
35.325 cu. yds. Class "A" Conc.
14.801 " " Class "D" Conc.
1,479.7 lbs Metal Reinf.

Form E-1—4M—9-30

7G2708-A-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 11th, 1939, 19

Section Prevolt - Williams

Kind of work Grade, Surface & Oil

Highway Williams Secondary

Section prefix 117 - 1004

Contractor Newport Construction Co.

Contract number 2196

Date of contract June 22, 1939, 19

Date of completion Sept. 30th, 1939, 19

Date work started June 29, 1939, 19

Estimated date of completion Oct. 5th, 1939, 19

Amount of contract $ 32,999.99

Per cent of time elapsed 105 %

Estimated cost of completed project, exclusive of engineering $ 34,810.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2833.00, 8.58 %

Date project was completed October 5th, 1939, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate has been completed and will be shipped in the first of next week.

NOTED
RAY WEBBER

H. G. SMITH

NOTED
VAN SCOY

Signed C. C. Gell.

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	6.3		6.3	
Miles partially completed	"	"		"	
Miles completed	"	"		"	
Total estimated quantities	14,185	12,522	2686	1430	
Estimated quantities moved or placed to date	"	"	"	"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FAS 208-A-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
NOV 10 1939

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAS 208-A (2)
Provolt-Williams Sec.
Williams Secondary Hwy.

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 208-A (2), Provolt-Williams Section of the Williams Secondary Highway, was made by a representative of this office on October 25, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jwm

FAS 208-A-2

December 2, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intentionof the State Highway Commission to make semi-final payment to Newport Construction Company on Contract No. 2196, Provolt-Williams Section of the Williams Secondary Highway in Josephine County. This payment will be made on or after December 12, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 208-A-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 208-A (2)
Provolt-Williams Sec.
Williams Secondary Hwy.

October 16, 1939

OCT 17 193

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

wayne-2135

Form P. R. 2

State Oregon

Project No. FAS 208-A(2)

Federal Aid)
Secondary)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of Sept, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 1st day of March, 1939, a revised project statement, which was approved by the Secretary on the 14th day of April, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (2) of said project which were recommended for approval by the United States District Engineer on the 7th day of June, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight hundred sixty and 00/100 dollars ($ 860.00) as the share of the United States payable under said act on account of Section A (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 624+05.6 in the N.E. 1/4, Sec. 26, T. 38 S., R. 5 W., W.M., and survey station 638+05.6 in the N.W. 1/4, Sec. 26, T. 38 S., R. 5 W., W.M., (excepting therefrom that portion between survey station 630+78.48 and survey station 632+49.72)

, length 0.232 of a mile~~s~~, in Josephine County, being Section A(2) of Oregon Federal Aid Secondary project No. FAS 208, consisting of 0.232 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

[redacted]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the
terms "Secretary" or "Secretary of
Agriculture" appear they shall in-
clude or have reference to the Federal
Works Administrator, as the context
requires, to conform to the President's
First Plan of Government Reorganization
under the Reorganization Act of 1939

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (2) of said project shall not in any event exceed the sum of eight hundred sixty and 00/100 dollars ($860.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one thousand, four hundred thirty-three and 15/100 dollars ($1,433.15), the approved total estimated cost of Section A (2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ________ day of SEP 23 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________________________
Member, State Highway Commission
(Title of officer)

By ________________________
Member, State Highway Commission
(Title of officer)

By ________________________
____
(Title of officer)

By ________________________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
[illegible]

By W.J. O'Leary
[illegible]
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—5519

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 209-A(2) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 1,433.15 as the total estimated cost of said project, and the sum of $ 860.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of SEP 23 1939
one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~Secretary of Agriculture.~~

By W. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE [illegible]

#2196

RECEIVED
OCT 7 - 1939
FOR FII

7-U 8208-A-2

October 5, 1939

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

We hand you herewith copy of a letter from Newport Construction Company, requesting an extension of time to October 15th on their contract No. 2196, Provolt-Williams Section in Josephine county.

Please advise of your recommendations.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 8-A-1 5M 4-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE
[illegible] GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 3 - 19
FOR FILING

October 3 [illegible]
OCT 3 - 193

Oct. 2, 1939

74 8208-a-2

Newport Construction Company
7051 N. E. Halsey Street
Portland, Oregon

Dear Sirs:

As you did not complete the Contract No. 2196, Provolt-Williams Section of the Williams Secondary Highway by Sept. 30th, which was the date specified in the Contract for completion, it will be necessary for you to apply to the Commission for an Extension of Time.

This Extension should be accompanied by a letter from your Bonding company consenting thereto.

Will you please give this matter your attention.

Very truly yours,

KDLytle
K. D. LYTLE
Division Engineer

KDL:G

cc: Glaisyer ✓

#2196

RECEIVED
OCT 3 - 1939
FOR FILING

762-08-C-2

October 2, 1939

Newport Construction Company,
7051 N. E. Halsey Street,
Portland, Oregon.

Attention: N. R. Newport.

Gentlemen:

Receipt is acknowledged of your letter of September 29th requesting an extension of time to October 15th on your Contract No. 2196, Provolt-Williams Section in Josephine County.

You are advised that before your request can be considered by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

Secretary.

Dict. by J. McFarland.

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
F. G. ROWLAND, SECY.

OCT 3 - 1939
STATE HI

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

September 29, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 46460 - NEWPORT CONSTRUCTION COMPANY to STATE OF OREGON - Provolt-Williams Section Williams Secondary Highway, FAS 208-A(2) and FAS-B(1), Josephine County, Oregon.

The Maryland Casualty Company, surety on the bond covering the above contract hereby consents to the granting, by the Oregon State Highway Commission, of an extension of time for the completion of said contract for a period of two weeks beyond the completion date thereof.

Executed at Portland, Oregon this 29th day of September, 1939.

MARYLAND CASUALTY COMPANY
By A. Von R. Schumacher
Attorney in Fact

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
1312 Public Service Building
Portland, Oregon
By A. Von R. Schumacher Asst Sec.
Resident Agents for Oregon

Fil - Original in Contract

FAS 208-A-2

September 26th, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In answer to your letter of September 22nd, regarding Oregon FAS 208-A (2) and 208-B (1), Provolt-Williams Section of the Williams Secondary Highway, in regard to gravel borrow placed between Stations 589 and 654.

I am advised that the contractor made this fill at the same time as he was producing surfacing material and from the same pit. One shovel was used to load two series of trucks, one fleet of which ran to the crusher and one to the embankment. The resident engineer was informed that this procedure was to be followed only a few minutes before the start of the work and consequently did not have time to secure approval of the change although I believe he would have been well within his rights to have refused to allow the work to proceed under any such arrangement inasmuch as the contract called for pit measurement.

The amount of borrow measurement in embankment will be approximately 2,100 yards. This measurement will not be materially different than if it had been excavation, as it is clean river gravel.

Very truly yours,

State Highway Engineer

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

[illegible]
AUG 22 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 208-A (2)
Williams Creek Sec.
Williams Highway

August 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
[illegible] 1939
FOR FILING

FAS 208-A-2

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Williams Section, Project No. FAS 208-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 208-A (2)

WILLIAMS CREEK SECTION OF THE
WILLIAMS HIGHWAY IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1939

All Required		Clearing and Grubbing	$ - -	$ 31.00
2	cu. yds.	Trench Excavation	.90	1.80
1,400	cu. yds.	Excavation, Single Classif.	.324	453.60
600	yd. mi.	Truck Haul	.20	120.00
0.23	mile	Finishing Roadbed and Slopes	75.60	17.38
20	lin. ft.	18" Concrete Pipe	1.95	39.00
10	lin. ft.	24" Concrete Pipe	2.56	25.60
240	cu. yds.	2" - 0" Crushed Gravel in Base	.85	204.00
150	cu. yds.	3/4" - 0" Crushed Gravel in Base	.95	142.50
30	cu. yds.	Filler	.25	7.50
60	yd. mi.	Hauling Filler	.12	7.20
20	M-gal.	Sprinkling	1.25	25.00
0.23	mile	Preparation of Base	83.00	19.09
40	cu. yds.	Mineral Aggregate in Place	2.12	84.80
4	tons	RC-3 Asphalt in Binder Course	15.55	62.20
4	tons	SC-6 Road Oil in Place	15.55	62.20
		Subtotal		$ 1,302.87
		10% Engr. & Cont.		130.28
		Total		$ 1,433.15

Length of Roadway	0.232 mile
Length of Bridge	0.033 mile
Total Length	0.265 mile
Cost per mile, Roadway	$ 6,177.37

FAS Funds Requested- -	$ 860.00
State Funds- -	573.15
	$ 1,433.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 24 1939
OREGON
STATE HIGHWAY COMMISSION

June 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary projects Nos. FAS 208-A (2) and FAS 208-B (1), the Provolt-Williams section of the Williams Secondary Highway, to Newport Construction Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JUL 13 '39
FOR [illegible]

July 13, 1939

Newport Construction Co.
7031 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2196 which was awarded to you on June 22, 1939, for grading, surfacing and oiling the Provolt-Williams Section of the Williams Secondary Highway, in Josephine County. This is for your records and files.

Very truly yours,

MC:AM

Secretary

RECEIVED
JUN 9 - 1939
[illegible]MISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Secondary Project No. FAS 208-A (2), the Williams Creek Section of the Williams Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Since the oiling is apparently not to be carried over the bridge, the structure is considered to be an exception to the project and the net length is accordingly .232 miles. Please use this figure in preparing the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

RECEIVED
JUN 30 1939
FOR FILING

June 30, 1939

NEWPORT CONSTRUCTION COMPANY
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are returning to you by express four copies of the contract which was awarded to you on June 22 for the construction of the Provolt-Williams Section, in Josephine County.

You are advised that this contract will have to be properly executed by an authorized surety company before it will be acceptable. Please have this done and return all four copies to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUN 24 [illegible]

762 208.92

June 24, 1939

NEWPORT CONSTRUCTION COMPANY
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2196 which was awarded to you by the State Highway Commission on June 22, 1939, covering the grading, surfacing and oiling of the Provolt-Williams Section of the Williams Secondary Highway, in Josephine County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is called also to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 24 1939

FAS 208-9-2

June 23, 1939

Newport Construction Co.
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

The State Highway Commission on June 22, 1939, awarded you the contract for 5.82 miles of grading and 6.49 miles of surfacing and oiling, also furnishing of 2,300 cu. yds. crushed gravel in stock piles, on the Provolt-Williams Section of the Williams Secondary Highway, in Josephine County. This award was based on your low bid of $32,999.99 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. C. S. Paxson

June 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed one copy of laboratory report for gravel from the gravel pit at Station 632, which source is contemplated for use on the Williams-Provolt Section, Projects Nos. FAS 208-A (2) and FAS 208-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

June 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Williams Section, Project No. FAS 208-A (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 208-A (2)

WILLIAMS CREEK SECTION OF THE WILLIAMS HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 1, 1939

All Required		Clearing and Grubbing	$ - -	$ 100.00
2	cu. yds.	Trench Excavation	1.00	2.00
1,400	cu. yds.	Excavation, Single Classif.	.26	364.00
600	yd. mi.	Truck Haul	.12	72.00
0.23	mile	Finishing Roadbed and Slopes	250.00	57.50
20	lin. ft.	18" Concrete Pipe	2.00	40.00
10	lin. ft.	24" Concrete Pipe	3.00	30.00
240	cu. yds.	2" - 0" Crushed Gravel in Base	1.20	288.00
150	cu. yds.	3/4" - 0" Crushed Gravel in Base	1.25	187.50
30	cu. yds.	Filler	.40	12.00
60	yd. mi.	Hauling Filler	.12	7.20
20	M-gal.	Sprinkling	1.25	25.00
0.23	mile	Preparation of Base	100.00	23.00
40	cu. yds.	Mineral Aggregate in Place	3.00	120.00
4	tons	RC-3 Asphalt in Binder Course	24.00	96.00
4	tons	SC-6 Road Oil in Place	23.00	92.00
			Subtotal	$ 1,516.20
			10% Engr. & Cont.	151.62
			Total	$ 1,667.82

Length of Roadway	0.232 mile
Length of Bridge	.033 mile
Total Length	0.265 mile
Cost per mile, Roadway	$ 7,188.87

FAS Funds Requested- -	$ 1,000.00
State Funds- -	667.82
	$ 1,667.82

WILLIAMS SECTION

PROJECT NO. FAS 208-A(2)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 1, 1939

4-1 10M 9-38

COMMISSIONERS
Y F. CABELL, CHAIRMAN, PORTLAND
. ALDRICH, PENDLETON
. TOU VELLE, JACKSONVILLE
LAEYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAY 2 - 1939
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 1, 1939

NOTED

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending, herewith, a sketch of typical sections we are using on the Provolt-Williams Section of the Provolt-Williams Highway. If you have any objections to the use of this, please advise at once, as we are now working on the plans.

Very truly yours,

KDLytle

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓

M 8-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 8, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

We are expressing, today, the remainder of the location data on the Provolt-Williams Project as follows:

1 Book Earthwork Computations
1 Mass Diagram
1 Roll Cross Sections

There is also included a hard copy profile of the Murphy-Provolt Section made by B. A. Martin.

After the contract is let, please return the notes and records on the Provolt-Williams Section to C. G. Gall.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock

FORM 2-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 1 - 1939
FOR FILING

Tourist
[illegible]
[illegible] Road

March 30, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Reference is made to Mr. Webber's letter of March 28th relative to the right of way on the Provolt-Williams Section in Josephine County and the Butte Falls Section in Jackson County.

We are making every effort to secure descriptions on the Provolt-Williams Section. The delay on this job has been occasioned by having to write descriptions on the entire 5 1/2 miles.

On the Butte Falls Section, there will be only the quarry and stockpile sites to be purchased. As soon as the description are finished by Gall, I will send them in for checking and then ask the County to make the necessary purchases.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

FORM 5-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
APR 1 - 1939

Const
Projects
Secondary

March 30, 1939

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. C. Smith

Dear Sir:

Reference is made to Mr. Low's letter of March 29th relative to certain questions asked in regard to the Provolt-Williams section of the Williams Secondary Highway.

The grade line on the profile is the present grade line, or as near as we could fit a straight line. We do not intend to widen or do other grading work, except where such is indicated by the brackets.

I am sending cross-sections showing the width at various placed in the road; these sections were taken every one third of a mile and on them is shown the widths and depths of surfacing, which is composed of pit-run gravel taken from Williams Creek.

The box culvert,which we indicate should be widened, has no footings The side wall rests on gravel formation. I suggest the footings be pleaced on the extension as I am not sure the foundation will be the same as it is in the balance of the box. This culvert has no bottom in it.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
FEB 23 1939
FOR FILING

RECEIVED
FEB 23 1939
OREGON
STATE HIGHWAY COMMISSION
In reply please refer to file No.

Feb. 22, 1939

Const.
Projects
Secondary

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Enclosed are two copies of Special Provisions, Estimate of Cost, Tabulation and Computation of Quanties on the Provolt-Williams Section, covering 6.25 miles of surfacing and oiling on the Williams Secondary Highway. Also, enclosed is straight line chart of this highway on which we have shown the limits of the project and the stock pile and quarry sites.

Under separate cover, we are sending alignment maps of the Grants Pass-Williams Market Road and the Williams-Dunkard Church Market Road. These maps belong to Mr. Bromley and should be returned to him as soon as you have finished with them.

Descriptions and maps of the quarry and stock pile sites are being prepared and will be forwarded within a few days.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock ✓

NOTED
State Highway Engineer

CONTRACT # [redacted] 2196

FAS 208-B-1 Provolt-Williams Sec., 1939
Williams Secon. Hwy.

2196

FAS 208-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATIO
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
NOV 10 1939
STATE HIGHWAY COMMISSION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 208-B (1), Provolt-Williams Section of the Williams Secondary Highway, was made by a representative of this office on October 25, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

FAS 208-B-1 UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 208-B (1)
Provolt-Williams Sec.
Williams Secondary Hwy.

October 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

For

Waypr- 2136

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 208-B(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of Sept, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 1st day of March, 1939, ~~a~~ revised project statement, which was approved by the Secretary on the 14th day of April, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (1) of said project which were recommended for approval by the United States District Engineer on the 7th day of June, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand, one hundred thirty and 00/100 dollars ($19,130.00) as the share of the United States payable under said act on account of Section B (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 404+03.8 in the N.E. 1/4, Sec. 12, T. 38 S., R. 5 W., W.M., at Provolt, and survey station 739+00 in the S.E. 1/4, Sec. 34, T. 38 S., R. 5 W., W.M., (excepting therefrom that portion between survey station 624+05.6 and 638+05.6)**

, length **6.072** miles, in **Josephine** County, being Section **B (1)** of **Oregon Federal Aid Secondary** project No. **FAS 208**, consisting of **6.072** miles of roadway and **no** bridges, [illegible]of more than 20 feet clear span.

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan of [illegible] Reorganization under [illegible] 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (1) of said project shall not in any event exceed the sum of nineteen thousand, one hundred thirty and 00/100 dollars ($19,130.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-one thousand, eight hundred eighty-one and 42/100 dollars ($31,881.42), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 248, laws 1931. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of SEP 25 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By Herman M. [illegible]
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR

By W. J. O'Leary
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—55

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 208-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 21,221.42 as the total estimated cost of said project, and the sum of $ 19,130.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of SEP 25 1939

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR
~~Secretary of Agriculture~~

By ....
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 8—4269

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" [illegible] Federal [illegible]

RECEIVED
OCT 12 1939
DISTRICT 1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 22 1939
MISSION

(Stencil #28)

August 21, 1939

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 208-B (1)
Provolt-Williams Sec.
Williams Highway

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 5 1939
FOR FILING

FAS 208-

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Provolt-Williams Section, Project No. FAS 208-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 208-B (1)

PROVOLT-WILLIAMS SECTION OF THE
WILLIAMS HIGHWAY IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 21, 1939

All Required		Clearing and Grubbing	$ - -	$ 815.00
548	cu. yds.	Trench Excavation	.90	493.20
14,000	cu. yds.	Excavation, Single Classif.	.324	4,536.00
1,700	yd. mi.	Truck Haul	.20	340.00
5.59	miles	Finishing Roadbed and Slopes	75.60	422.60
1,100	lin. ft.	Rounding Cutbanks	.08	88.00
170	lin. ft.	12" Corr. Iron Pipe	1.39	236.30
20	lin. ft.	15" Corr. Iron Pipe	1.48	29.60
30	lin. ft.	18" Corr. Iron Pipe	1.69	50.70
80	lin. ft.	24" Corr. Iron Pipe	2.30	184.00
15	lin. ft.	30" Corr. Iron Pipe	2.95	44.25
30	lin. ft.	36" Corr. Iron Pipe	3.97	119.10
400	lin. ft.	12" Concrete Pipe	1.32	528.00
10	lin. ft.	15" Concrete Pipe	1.62	16.20
200	lin. ft.	18" Concrete Pipe	1.95	390.00
60	lin. ft.	24" Concrete Pipe	2.56	153.60
200	lin. ft.	12" Corr. Iron Siphon Pipe	1.62	324.00
65	lin. ft.	18" Corr. Iron Siphon Pipe	1.99	129.35
180	lin. ft.	Salvaging Culvert Pipe	.20	36.00
14	cu. yds.	Class "A" Concrete	35.00	490.00
26	cu. yds.	Class "D" Concrete	30.00	780.00
2,200	lbs.	Metal Reinforcement	.06	132.00
8,560	cu. yds.	2" - 0" Crushed Gravel in Base	.85	7,276.00
3,850	cu. yds.	3/4" - 0" Crushed Gravel in Base	.95	3,657.50
820	cu. yds.	Filler	.25	205.00
1,640	yd. mi.	Hauling Filler	.12	196.80
630	M-gal.	Sprinkling	1.25	787.50
6.07	miles	Preparation of Base	83.00	503.81
1,460	cu. yds.	Mineral Aggregate in Place	2.12	3,095.20
96	tons	RS-3 Asphalt in Binder Course	15.55	1,492.80
92	tons	SC-6 Road Oil in Place	15.55	1,430.60
		Subtotal		$ 28,983.11
		10% Engr. & Cont.		2,898.31
		Total		$ 31,881.42

Length	6.072 miles
Cost per mile	$ 5,250.56

FAS Funds Requested- -	$ 19,130.00
State Funds- -	12,751.42
	$ 31,881.42

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

June 21, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired on the Provolt-Williams Section, Project No. FAS 208-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/US

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 15 1939
OREGON
STATE HIGHWAY COMMISSION

June 14, 1939

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

The revised plan sheets, estimate and bid proposal sheets on Oregon Federal Aid Secondary Project No. FAS 208-B (1), the Provolt-Williams Section of the Williams Highway have been received and are being forwarded for insertion with the P. S. and E. papers.

We find it necessary to reduce the amount of Federal Funds requested to $21,704.84 to remain within the limitation on the proportion of Federal Funds expended on the State System.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

June 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accordance with the request contained in your letter of June 7, 1939, we are sending, under separate cover, five copies of plan sheet number 2, revised to show maximum width of ditch slope for the Williams-Provolt Section, Project No. FAS 208-B (1).

Likewise are being sent five blueprint copies of the standard drawing for siphon boxes.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Project No. FAS 208-B (1), the Provolt-Williams Section of the Williams Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Please submit revised section sheets showing the maximum width of ditch to conform to Bureau requirements, and show slope into ditch on surfacing section.

We have reduced the amount of Federal funds requested to $23,383.89, which is the available balance.

Plans for the siphon drop boxes noted in the special provisions should be submitted at your early convenience.

Our recommendation for approval is subject to the condition that where new culverts are installed under the roadway, the minimum size will be 18".

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

June 8, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of revised estimate to accompany plans and specifications for the Provolt-Williams Section, Project No. FAS 208-B (1), which estimate has been revised in accordance with the changes in culvert sizes as requested by Mr. Davis by telephone.

This change has resulted in decreasing the quantity of 12-inch concrete pipe to 400 lineal feet, and increasing the quantity of 18-inch concrete pipe to 200 lineal feet.

We are enclosing copies of bid sheet number 2, listing the corrected quantities. Likewise are enclosed copies of bid sheet number 3 which has been revised by changing the amount of 2" - 0" crushed gravel in base to 8,800 cubic yards, which quantity conforms with the quantities given in the plans and estimates for Projects Nos. FAS 208-A (2) and FAS 208-B (1).

Five copies of plan sheets numbers 2, 5 and 9 for Project No. FAS 208-B (1), showing the revised culvert quantities, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 208-B (1)

PROVOLT-WILLIAMS SECTION OF THE

WILLIAMS HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 8, 1939

All Required		Clearing and Grubbing	$ - -	$ 1,200.00
548	cu. yds.	Trench Excavation	1.00	548.00
14,000	cu. yds.	Excavation, Single Classif.	.26	3,640.00
1,700	yd. mi.	Truck Haul	.12	204.00
5.59	miles	Finishing Roadbed and Slopes	250.00	1,397.50
1,100	lin. ft.	Rounding Cutbanks	.10	110.00
170	lin. ft.	12" Corr. Iron Pipe	1.00	170.00
20	lin. ft.	15" Corr. Iron Pipe	1.50	30.00
30	lin. ft.	18" Corr. Iron Pipe	2.00	60.00
80	lin. ft.	24" Corr. Iron Pipe	3.00	240.00
15	lin. ft.	30" Corr. Iron Pipe	4.50	67.50
30	lin. ft.	36" Corr. Iron Pipe	5.50	165.00
400	lin. ft.	12" Concrete Pipe	1.00	400.00
10	lin. ft.	15" Concrete Pipe	1.50	15.00
200	lin. ft.	18" Concrete Pipe	2.00	400.00
60	lin. ft.	24" Concrete Pipe	3.00	120.00 180,-
200	lin. ft.	12" Corr. Iron Siphon Pipe	1.25	250.00
65	lin. ft.	18" Corr. Iron Siphon Pipe	2.25	146.25
180	lin. ft.	Salvaging Culvert Pipe	.50	90.00
14	cu. yds.	Class "A" Concrete	25.00	350.00
26	cu. yds.	Class "D" Concrete	25.00	650.00
2,200	lbs.	Metal Reinforcement	.06	132.00
8,560	cu. yds.	2" - 0" Crushed Gravel in Base	1.20	10,272.00
3,850	cu. yds.	3/4" - 0" Crushed Gravel in Base	1.25	4,812.50
820	cu. yds.	Filler	.40	328.00
1,640	yd. mi.	Hauling Filler	.12	196.80
630	M-gal.	Sprinkling	1.25	787.50
6.07	miles	Preparation of Base	100.00	607.00
1,460	cu. yds.	Mineral Aggregate in Place	3.00	4,380.00
96	tons	RC-3 Asphalt in Binder Course	24.00	2,304.00
92	tons	SC-6 Road Oil in Place	23.00	2,116.00
			Subtotal	$ 36,189.05
			10% Engr. & Cont.	3,618.90
			Total	$ 39,807.95

[illegible]

Length 6.072 miles
Cost per mile $ 6,555.98

[illegible]

FAS Funds Requested- $ 23,383.89
State Funds- 16,424.06

[illegible] $ 39,807.95

[illegible]

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 208-B (1)

PROVOLT-WILLIAMS SECTION OF THE
WILLIAMS HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June ~~1~~, 1939

All Required		Clearing and Grubbing	$ - -	$ 1,200.00
548	cu. yds.	Trench Excavation	1.00	548.00
14,000	cu. yds.	Excavation, Single Classif.	.26	3,640.00
1,700	yd. mi.	Truck Haul	.12	204.00
5.59	miles	Finishing Roadbed and Slopes	250.00	1,397.50
1,100	lin. ft.	Rounding Cutbanks	.10	110.00
170	lin. ft.	12" Corr. Iron Pipe	1.00	170.00
20	lin. ft.	15" Corr. Iron Pipe	1.50	30.00
30	lin. ft.	18" Corr. Iron Pipe	2.00	60.00
80	lin. ft.	24" Corr. Iron Pipe	3.00	240.00
15	lin. ft.	30" Corr. Iron Pipe	4.50	67.50
30	lin. ft.	36" Corr. Iron Pipe	5.50	165.00
200 ~~550~~	lin. ft.	12" Concrete Pipe	1.00	550.00
10	lin. ft.	15" Concrete Pipe	1.50	15.00
50	lin. ft.	18" Concrete Pipe	2.00	100.00
60	lin. ft.	24" Concrete Pipe	3.00	120.00
200	lin. ft.	12" Corr. Iron Siphon Pipe	1.25	250.00
65	lin. ft.	18" Corr. Iron Siphon Pipe	2.25	146.25
180	lin. ft.	Salvaging Culvert Pipe	.50	90.00
14	cu. yds.	Class "A" Concrete	25.00	350.00
26	cu. yds.	Class "D" Concrete	25.00	650.00
2,200	lbs.	Metal Reinforcement	.06	132.00
8,560	cu. yds.	2" - 0" Crushed Gravel in Base	1.20	10,272.00
3,850	cu. yds.	3/4" - 0" Crushed Gravel in Base	1.25	4,812.50
820	cu. yds.	Filler	.40	328.00
1,640	yd. mi.	Hauling Filler	.12	196.80
630	M-gal.	Sprinkling	1.25	787.50
6.07	miles	Preparation of Base	100.00	607.00
1,460	cu. yds.	Mineral Aggregate in Place	3.00	4,380.00
96	tons	RC-3 Asphalt in Binder Course	24.00	2,304.00
92	tons	SC-6 Road Oil in Place	23.00	2,116.00
			Subtotal	$ 36,039.05
			10% Engr. & Cont.	3,603.90
			Total	$ 39,642.95

Length	6.072 miles
Cost per mile	$ 6,528.81 [illegible]

FAS Funds Requested- -	$ 23,790.00	23383.89
State Funds- -	15,852.95	16424.06
	$ 39,642.95	39807.95

June 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Provolt-Williams Section, Project No. FAS 208-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

PROVOLT-WILLIAMS SECTION

PROJECT NO. FAS 208-B(1)

While negotiations for right of way are in progress on this project, some 19 parcels have not as yet been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 20 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 1, 1939

CONTRACT # [redacted] 2193

22-2005 Santiam Jct. Maintenance Station
26 miles West of Sisters 1939

#2197

RECEIVED
FEB 20 1942
FOR FILING

22-2005

February 19, 1942

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Gentlemen:

In response to your letter of February 18, requesting the date of acceptance on contract No. 2197 with the Odom Construction Company for work at the Santiam Junction Headquarters, please be advised that this contract was accepted by the Commission on November 21, 1939.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
L. [illegible]Sart

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
JAMES C. DEZENDORF
ROSCOE C. NELSON, JR.
ALFRED H. CORBETT
JOHN GORDON GEARIN
JACK M. McLAUGHLIN

February 18, 1942.

Mr. H. B. Glaisyer,
Secretary,
State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

Please give us the date upon which the Commission formally accepted the work done under contract No. 2197.

We desire this information as the basis for an action on the bond.

Very truly yours,

Dey, Hampson & Nelson

22/30

cc: Mr. H. D. O'Banion

We don't respond [illegible]

[illegible] 19 1942

RECEIVED
JUL 5 1940
FOR FILING

22-2005

July 3, 1940

WILBUR, BECKETT, HOWELL & OPPENHEIMER
Board of Trade Building
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of July 1 and advise that we have the following claims on file against Odom Construction Company Contract No. 2197:

On September 18, 1939, Seitsinger Lumber Company advised us of an unpaid balance due them of $928.01

On November 24, 1939, they again advised us of an unpaid balance, amount not stated

On April 18, 1940, claim was filed through the Secretary of State by the Beaver Portland Cement Company in the amount of $676.20

There may be other unpaid claims in connection with this contract but we have no notice of them.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 3 - 1940
STATE HIGHWAY COMMISSION

July 1, 1940.

Mr.H.B.Glaisyer,
Sec'y Oregon State Highway Comm.,
Salem, Oregon.

Dear Sir:

I have your letter of June 27th,1940, concerning contract No. 2197 with Odom Construction Company. I wish you would please let me know the names and amount of any claims that may have been filed against this job.

Please let me hear from you.

Yours very truly,

WILBUR,BECKETT,HOWELL & OPPENHEIMER,

By Calvin N. Souther

CNS/P

REFERRED [illegible]
BY SECRETARY

Urgent reply

RECEIVED
JUN 27 1940
FOR FILING

22-2005

June 27, 1940

WILBUR, BECKETT, HOWELL & OPPENHEIMER
Attorneys at Law
Board of Trade Building
Portland, Oregon

Attention Calvert E. Souther

Gentlemen:

A copy of your letter of June 25 addressed to the Honorable Earl Snell, Secretary of State, was transmitted to this department with the request that we reply to Item No. 2.

Accordingly, we wish to advise that Contract No. 2197 with Odom Construction Company, Box 48, Oregon City, for the construction of two frame dwellings and one maintenance building at Santiam Junction, was completed November 2, 1939, and accepted by the State Highway Commission on November 21, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible]

June 26, 1940

Mr. R. H. Baldock
State Highway Engineer
State Office Building

Dear Mr. Baldock:

I am enclosing a copy of a letter received from Wilbur, Beckett, Howell & Oppenheimer and am referring the item to you for answer relative to the construction of State Highway Building in Linn County. I am referring a copy of this letter also to the Oregon State Board of Control for answer relative to the construction of the sawdust conveyor.

Would you please reply to this firm respecting the construction of the State Highway Building.

Yours very truly,

Earl Snell
Secretary of State

S:DS
enc.

REFERRED TO [illegible]
BY SECRETARY

prepare reply

[illegible]

WILBUR, BECKETT, HOWELL & OPPENHEIMER
Attorneys at Law
Board of Trade Building
Portland, Oregon

June 25, 1940

COPY

Hon. Earl Snell,
Secretary of State
Salem, Oregon

Dear Sir:

I wish that you would please let me know when the following jobs were completed and accepted by the State of Oregon:

1. Construction of Sawdust Conveyor for the State of Oregon at Salem, Oregon;

2. Construction of State Highway Building in Linn * County Oregon, at the junction of North and South Santiam Highways.

These contracts were both made with F. L. Odom of Oregon City, Oregon. I do not have the contract numbers.

Please let me hear from you.

Very truly yours,

WILBUR, BECKETT, HOWELL & OPPENHEIMER

By: Calvin N. Souther (Signature)
per H. G.

CNS:HG

RECEIVED
[illegible]

22 - 2005

#2197

April 24, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of April 22, 1940, inclosing a copy of an amended notice of claim filed by Beaver Portland Cement Company against the bond taken from Odom Construction Company in connection with state highway contract No. 2197, Santiam Junction maintenance building.

We are today bringing this to the attention of the contractor and the surety in accordance with our usual practice.

Very truly yours,

JM:AM

Secretary

April 24, 1940

Maryland Casualty Company
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

This is to advise you that the Secretary of State has today forwarded to this office a copy of an amended notice of claim by Beaver Portland Cement Company, in the amount of $676.20, against the bond taken from Odom Construction Company in connection with state highway contract No. 2197, for construction of the Santiam Junction maintenance buildings.

Very truly yours,

JM:AM

Secretary

cc - Odom Construction Co.
Oregon City, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 22, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information, a copy of an amended notice of claim by Beaver Portland Cement Company for $676.20 against the bond taken from Odom Construction Co., principal, and Maryland Casualty Co., surety, for work on the Santiam Junction Maintenance Station, contract No. 2197.

Very truly yours,

Earl Snell

Secretary of State

[illegible]F.
e.c.

COPY

BEAVER PORTLAND CEMENT CO.

Portland, Oregon

April 20, 1940

AMENDED NOTICE

To: THE SECRETARY OF STATE,
Salem, Oregon

Notice is hereby given that the undersigned, BEAVER PORTLAND CEMENT CO., has a claim for cement in the sum of six hundred seventy-six dollars and twenty cents ($676.20) against the bond taken from ODOM CONSTRUCTION CO., as Principal, and MARYLAND CASUALTY CO., as Surety, for the work of constructing the Santiam Junction Maintenance Station, Oregon State Highway Commission, Bridge Department Contract No. 2197.

BEAVER PORTLAND CEMENT CO.

By B. Statter
President

RECEIVED
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FOR FILING

#2197

22-20.05

April 18, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of April 17 with copies of a claim attached which has been filed by the Beaver Portland Cement Company against the bond taken from Odem Construction Company in connection with state highway contract No. 2197 which is for construction of the Santiam Junction maintenance station.

It is noted that you refer to the bonding company as being the General Casualty Company of America. Our records disclose that the surety on Odem Construction Company's contract No. 2197 is the Maryland Casualty Company for whom Mansfield & Company are agents with offices in the Lewis Building, Portland.

In accordance with our usual practice we are today notifying the bonding company and the contractor that the claim has been filed.

Very truly yours,

HBG:AH

Secretary

April 18, 1940

Maryland Casualty Company
Mansfield & Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are handing you herewith a copy of a claim which has been filed with the Secretary of State by the Beaver Portland Cement Company against the bond taken from Odom Construction Company in connection with state highway contract No. 2197 which is for construction of the Santiam Junction maintenance station.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Odom Construction Company in connection with this contract.

Very truly yours,

HEG:AM

Secretary

cc - Odom Construction Co.
Oregon City, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 17, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Beaver Portland Cement Company for $676.20 against the bond taken from Odom Construction Company, principal, and General Casualty Co. of America, surety, for work on the Sanitam Junction Maintenance Station, contract 2197, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S FM
encs. 3

BEAVER PORTLAND CEMENT CO.

PORTLAND, OREGON

April 15, 1940

To: The Secretary of State,
Salem, Oregon.

Notice is hereby given that the undersigned, Beaver Portland Cement Co., has a claim for cement in the sum of six hundred seventy-six dollars and twenty cents ($676.20) against the bond taken from Oden Construction Co. as Principal, and General Casualty Co. of America as Surety, for the work of constructing the Santiam Junction Maintenance Station, Oregon State Highway Commission, Bridge Department, Contract #2197.

BEAVER PORTLAND CEMENT COMPANY

By D. STATTER
President

ENDORSED:

FILE No. 2099
FILED, April 17, 1940
EARL SNELL, Secretary of State

#2197

RECEIVED
JAN 10 19
FOR FILING

22-2005

January 9, 1940

Maryland Casualty Company,
Mansfield & Company, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2197, for the construction of two frame dwellings and one maintenance building at Santiam Junction on the Santiam Highway in Linn County, has been completed by the contractors, Odom Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 19, 1940.

The State has been advised of a claim of the Seitsinger Lumber Company, for material, amount of which was not stated. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $28,795.05, including the final payment. Of this amount $78.05 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2141

Form E-30—Revised—35M—8-30

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

22-2005

Salem, Oregon
November 16, 1939

Subject: **Santiam Jct. Maintenance Buildings**

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

This is to inform you that Odom Construction Company, contractor on the Santiam Junction Maintenance Buildings, contract number 2197, completed work on November 2, 1939. Will you please secure authority from the Commission to pay the final estimate on this job.

This will not require an extension of time, as the work was completed within the time specified in the contract.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE 11/21/39
Secretary

2197

22-2005

November 24, 1939

Seitsinger Lumber Company
Idahna, Oregon

Attention: L. P. Elliott

Gentlemen:

In reply to your inquiry of November 22, 1939, in regard to your claim against the Odom Construction Company for materials furnished for Odom Construction Company's contract with the State Highway Commission for the construction of buildings at the Santiam Junction, in Linn County, wish to say that the records disclose that the contract was completed on November 2, 1939, and was accepted by the State Highway Commission on November 21, 1939.

The records also disclose that final payment in connection with this job will not be made for about 30 days and that such final payment will be in the amount of approximately $5,000. There is a possibility that a semi-final payment will be made within the next two or three weeks although that is indefinite at the present writing.

In connection with this job the contractor was required to furnish a surety bond for the protection of claims. Such bond was written by the Maryland Casualty Company for whom Mansfield & Company are local agents with offices in the Lewis Building, Portland. In order to hold the bond responsible and liable for your claim, subsequent to the expiration of a period of six months from date of completion of the contract and acceptance of the same by the State Highway Commission, you should file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

Very truly yours,

HBG:AM

Secretary

Nov, 24, 1938

H. B. G.

The Odom Constr. Co. Cont. #2197, Two houses and maint. bldg. at Santiam Junction in LinnCounty, was completed Nov, 2nd and I think was accepted Nov, 20th. Total amount earned to Oct. 15th was $23,441.00 - Retained $1,958.78, and the total amount paid to date is $21,482.22. They will receive approximately $5,000.00 more. The bridge Dept. are not sure whether or not they will pay a semi-final. If they do not it will be at lease 30 days before they receive payment of the final.

J. McFarland.

Will you kindly advise us which, if either, of these statements is correct, in order that we may protect ourselves.

Thanking you, we remain,

Yours very truly,

SEITZINGER LUMBER COMPANY
By L. P. Elliott

REFERRED TO
Jm
SECRETARY

what is status of this job?
HBG

ANSWERED
H. B. GLAISYER

RECEIVED
NOV 24 1939

SEITZINGER LUMBER COMPANY
IDANHA, OREGON.

Nov. 22, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. Glayser

Gentlemen;-

We are in receipt of a letter from the Odom Construction Co., saying they will not be able to pay balance due on material furnished for construction work at the Junction of the North and South Santiam Highways, in Linn County, until they receive their estimate from the State on the 10th of Dec.

We were informed by them previously that they would have their final estimate on the 15th of Nov.

Will you kindly advise us which, if either, of these statements is correct, in order that we may protect ourselves.

Thanking you, we remain,

Yours very truly,

SEITZINGER LUMBER COMPANY

By L. P. Elliott

REFERRED TO
Jm
SECRETARY

what is status of this job?
RHB

ANSWERED
H. B. GLAISYER

#2197

RECEIVED
SEP 18 1939
STATE HIGHWAY COMMISSION

SEITZINGER LUMBER COMPANY
IDANHA,OREGON.

Sept.15,1939.

Oregon State Highway Commission,
Salem,Oregon.

Attention H.B.Glaisyer

Gentlemen:-

We are in receipt of your letter of Sept.14, stating that you have been advised by Mr.Odom that the bill in question has been paid. This is an error.

We received a check from Mr.Odom on the 14th inst in the amount of $1000.00. Our bill as rendered on Aug.31,was $1765.39,but since that time we have furnished him material amounting to $162.62,bill for same being forwarded to The Odom Construction Co.on this date. This will leave an unpaid balance as of this date of $928.01.

Thanking you for your cooperation in this matter, we remain,

Yours very truly,
SEITZINGER LUMBER COMPANY
By L.P. Elliott

22-2005

#2197

September 14, 1939

SEITZINGER LUMBER COMPANY
Idanha, Oregon

Attention Mr. L. P. Elliott

Gentlemen:

Reference is made to your claim of $1,765.39 against the Odom Construction Company.

You are advised that we have this date received a copy of your letter of September 12 from Mr. Odom, which has the following notation at the bottom: "The bill mentioned above has been paid. 9/12/39."

Will you kindly confirm the above statement so that we may clear our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

SSecretary

JM:[illegible]

cc - Mansfield & Co.
Lewis Building
Portland, Oregon

RECEIVED
SEP 14 1939
STATE HIGHWAY COMMISSION

SEITZINGER LUMBER COMPANY
IDANHA, OREGON.

Sept.12,1939.

Oregon State Highway Commission.
Salem, Oregon.

Gentlemen:-

Attention Dept. of Construction
and
Contracts.

The Odom Construction Company has a contract from your Department for doing clearing and construction of buildings at the Junction of the North and South Santiam Highway, near the summit of the Cascade Range in Linn County.

We have furnished the above firm lumber amounting to $1765.39 as of Aug.31,1939.

We started delivery on this material on the 14th of July, 1939 and at this date none of our invoices have been paid.

Will you kindly bear this in mind in making any future payments to the above Company.

Yours very truly.

SEITZINGER LUMBER COMPANY

By

cc Odom Construction Co.

This Bill Mentioned
Above has been paid
9/12/39
Odom

September 13, 1939

SEITZINGER LUMBER COMPANY
Idanha, Oregon

Attention L. P. Elliott

Gentlemen:

This acknowledges your letter of September 12, advising us of your claim against Odom Construction Company, same being in the amount of $1765.39 and representing value of lumber furnished the Odom Construction Company in connection with its contract with the State Highway Commission for the construction of buildings at the junction of the North and South Santiam Highways, in Linn County.

We are noting your claim on our records of this job, as requested. However, wish to call your attention to the fact that the Odom Construction Company furnished the state, in connection with this project, with a surety bond for the protection of labor and material claims, and all just debts, dues, and demands incurred against the project. This bond was written by the Maryland Casualty Company, for whom Mansfield & Company are local agents, with offices in the Lewis Building, Portland. Should you have trouble in securing satisfactory settlement with the Odom Construction Company, I would suggest that you file notice of your claim with the bonding company and also file notice thereof with the Secretary of State, in conformance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

This bond is the only protection which the Highway Commission can furnish you in connection with this claim. In accordance with our usual practice, we are today bringing your claim to the attention of the contractor and his surety.

Very truly yours,

Secretary

RBC:MEL

September 13, 1939

MARYLAND CASUALTY COMPANY
Mansfield & Company, Local Agent
Lewis Building
Portland, Oregon

Gentlemen:

We have today received from Seitzinger Lumber Company, Idanha, Oregon, notice of claim of their company against the Odom Construction Company, in the amount of $1765.39, for lumber furnished in connection with the performance of State Highway Contract No. 2197 for the construction of maintenance buildings at the junction of the North and South Santiam Highways, in Linn County.

Inasmuch as you are surety for the contractor on this job, we are advising you of this claim, for your information and action.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Odom Construction Company
Box 48
Oregon City, Oregon

RECEIVED
SEP 13 1939
STATE HIGHWAY COMMISSION

SEITZINGER LUMBER COMPANY
IDANHA, OREGON.

Sept. 12, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Attention Dept. of Construction
and
Contracts.

The Odom Construction Company has a contract from your Department for doing clearing and construction of buildings at the Junction of the North and South Santiam Highway, near the summit of the Cascade Range in Linn County.

We have furnished the above Firm lumber amounting to $1765.39 as of Aug. 31, 1939.

We started delivery on this material on the 14th of July, 1939 and at this date none of our invoices have been paid.

Will you kindly bear this in mind in making any future payments to the above Company.

Yours very truly,

SEITZINGER LUMBER COMPANY

By

cc Odom Construction Co.

ANSWERED
H. B. GLAISYER

22-2105

July 31, 1939

ODOM CONSTRUCTION COMPANY
Box 48
Oregon City, Oregon

Gentlemen:

On July 19 we forwarded to you by express a fully executed copy of your contract for the construction of the Santiam maintenance buildings.

We have been advised by the Railway Express Agency, Oregon City, that you have failed to respond to their notice that a package is being held for you. Will you please call for the above-mentioned package at your early convenience so that it will not be necessary to have it returned to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Railway Express Agency
Oregon City, Oregon

Notice to Shipper of Goods Undelivered

RAILWAY EXPRESS AGENCY

INCORPORATED

A. F. Eckert
Street address where shipment is held

OREGON CITY, ORE.
City State

July 28 1939

You are notified that Article 1a contracts
C. O. D. or Collection $

Forwarded by you on July 19 39

Addressed to [illegible] Construction Co
1544 Oregon City, Ore

charges $ Paid

Your invoice or Identification No. NPB 5339

Remains in this office undelivered because Does not respond to postal notice, promised by phone to call but failed to do so.

This shipment is held at Owner's Risk subject to Express charges. Please give prompt orders for disposition. SEE DIRECTIONS ON OTHER SIDE

OUR REFERENCE No.

F. L. Hibbs Agent

This shipment is subject to STORAGE CHARGES
From 8/2/39

SEE OTHER SIDE (386—6-33 PRINTED IN U.S.A.)

July 19, 1939

COMPANY

n

ending you today by express a fully exe-
tract No. 2197 which was awarded to you by
Commission on June 22, 1939, covering the
intenance headquarters at the junction of
h Santiam Highways, in Linn County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUL 20 1939
FOR [illegible]

22 - 2005

July 19, 1939

ODOM CONSTRUCTION COMPANY
Box 48
Oregon City, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2197 which was awarded to you by the State Highway Commission on June 22, 1939, covering the construction of maintenance headquarters at the junction of the North and South Santiam Highways, in Linn County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUN 28 1939
FOR FILING

22-2055

June 27, 1939

ODOM CONSTRUCTION COMPANY
Box 48
Oregon City, Oregon

Secretary

Gentlemen:

We are sending you today by express four copies of Contract No. 2197 which was awarded to you by the State Highway Commission on June 22, 1939, covering state highway building construction at the junction of the North and South Santiam Highways, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto

Your attention is also called to the mimeographed page immediately following page 64 of the mimeographed SPECIAL PROVISIONS, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 24 1939

22-2005

June 23, 1939

Odom Construction Co.

Oregon City, Oregon

Gentlemen:

The State Highway Commission on June 22, 1939, awarded you the contract for construction of the Santiam Junction Maintenance Station on the Santiam Highway, about 26 miles west of Sisters, in Linn County. This award was based on your low bid of $26,117 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

MC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2198

FA 19-3 Salem-Middle Grove Sec., 1939
FAS 40-A-1 Pacific Hwy. East & Silverton
2198 County Rd.

R.H.Baldock ✓

RECEIVED
APR 10 1940
FOR FILING

March 25th, 1940

NOTED

COST ANALYSIS-FINAL REPORT
Salem-Middle Grove Section
Pacific Highway East and Silverton County Road
Contract 2198 Prefix 224-1016

Warren Northwest Inc., Contractors H. S. Swart, Resident Engineer

19-[illegible]

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Removal of Guard Fence & Bridge	$8.29	All			$25.00
Excavation, Single Class	1,116.23	3,025.6 cu. yd.	$0.368	$0.33	998.45
Removal of Old Pavement	202.81	751.6 sy. "	0.26	0.30	225.48
4" Concrete Pipe	2.35	10 lin. ft.	0.24	0.30	3.00
12" " "	321.46	507 " "	0.63	0.75	380.25
30" " "	103.18	45 " "	2.29	3.50	157.50
Concrete Catch Basins	105.04	5 each	21.00	20.00	100.00
" Manholes	78.78	1 "	78.78	75.00	75.00
" Curbs & Walls	726.52	46.11 cu. yd.	15.75	15.00	691.65
" Sidewalks	509.92	323.68 sq. "	1.57	1.50	485.45
" Driveway Aprons	106.67	67.7 " "	1.57	1.50	101.55
Concrete in Signal Posts & Pedestals	66.22	3.94 cu. yd.	16.81	16.00	63.04
Metal Uprights	105.04	2 each	52.52	50.00	100.00
Construct Recesses for Curb Markers	52.52	All			50.00
3/4" Electrical Conduit	15.75	50 lin. ft.	0.31	0.30	15.00
1" " "	78.78	250 " "	0.31	0.30	75.00
1¼" " "	63.02	200 " "	0.31	0.30	60.00
4"-0" Material in Base	2,593.16	4,027 cu. yd.	0.64	0.75	3,020.25
3/4"-0" Mat'l in Level Course & Shoulders	650.66	363 " "	1.79	1.90	689.70
1/2"-0" Mat'l in Footpath	285.73	120 " "	2.38	2.00	240.00
Filler	12.00	40 " "	0.30	0.30	12.00
Filler Haul	12.00	80 yd. mi.	0.15	0.15	12.00
Sprinkling	161.37	126.5 M-Gal.	1.27	1.50	189.75

Cost Analysis - Salem-Middle Grove Section

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Class "A" Asphaltic Concrete	$8,234.69	2,085.0 Ton	$3.95	$4.84	$10,091.40
" "B" " "	6,586.77	1,667.75 "	3.95	4.84	8,071.91
Cutback Asphalt Wearing Surface	9,335.61	2,363.75 "	3.95	4.84	11,440.55
Cement Adjustment		18.5 Bbls.		2.44	- 45.14
Force Account	77.46				77.46
Lump Sum Reduction					- 1,783.00
	$31,612.03				$35,623.25

Gross Revenue	$35,623.25
Total Cost	31,612.03
Net Profit	$4,011.22

Net Profit Equals 11.3% of the Gross Revenue

Salem-Middle Grove Section

Detail of Cost

Labor:

Supervision	$561.55	
Labor	6,023.38	
State Industrial Accident Insurance	344.44	
Unemployment and Social Security	229.70	$7,159.07

Materials:

Mineral Aggregate	4,596.0	cu. yd.	at	$1.10	5,055.60	
51/60 Asphalt	211.2	Ton	"	13.10	2,766.72	
RC 4 Cutback Asphalt	112.89	"	"	12.18	1,375.00	
Royalty 4"-0" Pit Run Gravel	4,027	cu. yd.	"	0.10	402.70	
3/4"-0" Crushed Rock	363	" "	"	1.40	508.20	
1/2"-0" " "	120	" "	"	1.40	168.00	
4" Concrete Pipe	10	lin. ft.	"	0.12	1.20	
12" " "	507	" "	"	0.38	192.66	
30" " "	45	" "	"	1.90	85.50	10,555.58

Sub-Contract - E. N. Peterson:

Concrete Catch Basins	8		at	$20.00	$160.00	
" Manholes	1		"	75.00	75.00	
" Curbs & Walls	46.11	cu. yd.	at	15.00	691.65	
" Sidewalks	323.63	sq. yd.	"	1.50	485.44	
" Driveway Aprons	67.7	" "	"	1.50	101.55	
" in Light & Signal Posts	3.94	cu. yd.	"	16.00	63.04	
Metal Uprights	2		at	50.00	100.00	
Recesses for Curb Markers	All				50.00	
3/4" Electrical Conduit	50		at	0.30	15.00	
1" " "	250		"	0.30	75.00	
1¼" " "	200		"	0.30	60.00	1,876.68

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$1,921.47	
Hired Trucks	2,687.58	
Gas, Oil and Grease	1,821.75	
Misc. Supplies & Small Tools	1,594.29	
Main Office Overhead	1,877.51	
Freight	690.76	
Hired Equipment	273.54	
Lumber	748.96	
Bond	347.42	
Public Liability & Damage Insurance	57.42	12,020.70
		$31,612.03

Salem-Middle Grove

Detail Cost of Paving

Quantities

Class "A" Asphaltic Concrete	2,085.0 Tons
" "B" " "	1,667.75 "
Cutback Asphalt Wearing Surface	2,363.75 "
Total	6,116.5 Tons

	Quantity	Cost	Unit Cost
Move In and Set Up	6,116.5 Tons	$1,644.19	$0.268
Headers & Preparation of Sub-Grade	" "	2,404.03	0.393
Mix	" "	4,172.29	0.682
Haul	" "	1,492.43	0.244
Lay	" "	3,089.95	0.505
Materials	" "	9,197.32	1.503
Main Office & Supervision	" "	2,156.86	0.353
	6,116.5 Tons	$24,157.07	$3.948

This contract was bid in conjunction with the Salem-Wheatland Section on which there were 9,057 tons of asphaltic pavement. One plant was used for both contracts, and the average cost of plant operation was, therefore, used.

A batching plant of 2,500 lb. capacity was brought in and set up beside a railroad spur near the Salem Sand & Gravel Co. plant. This plant was set up in ten days. During the best days' run an average of 89 tons per hour was produced, but the average hourly production for the entire job was 47.5 tons. Two 7-hour shifts a day were worked.

Aggregates were purchased in stockpile at the plant and were then loaded into the plant with a 3/4 cu. yd. clamshell shovel and a 60 h.p. tractor and bulldozer. Fuel oil and asphalt were piped directly to the plant from railroad cars.

Hauling of the mix was done in hired 5-ton trucks at a cost of $0.085 per ton mile.

Cost of handling on the road was low due to a fair production and laying without headers where possible. Class "A" mix was used in widening the existing pavement. Class "B" was then spread full width, and a cutback wearing surface was then applied. No headers were used on the Class "A" except on curves and new grade. On the Class "B" and cutback only a center header was used except on curves where a center and outside header were used. The Class "A" was end dumped from trucks and bladed into the trench beside the old pavement; the "B" mix and cutback were laid with an Adnun spreader box.

Salem-Middle Grove Section
Warren Northwest Inc., Contractors

REMARKS:

This contract was bid and awarded June 22nd, 1939. Work was started July 13th, and the contract was completed September 30th.

All miscellaneous concrete items were sub-contracted at the price bid.

Excavation was a small item and consisted of two short revisions of alignment and excavation beside the pavement preparatory to widening. The widening excavation was done with a power blade with a special two foot width blade attached. Grading for the revisions was done with a 3/4 cu. yd. shovel, trucks and a 60 h.p. tractor and dozer.

Base rock was secured from a field near the Salem Sand & Gravel Company plant for a royalty of $0.10. A 3/4 cu. yd. shovel was used to excavate this material. It was hauled in 5-ton trucks and handled on the road with a power blade and 10-ton roller.

An asphalt plant with a 2,500 lb. batch capacity was erected near the Salem Sand and Gravel plant and aggregates were purchased delivered in stockpile. A railroad siding was constructed to the plant site and asphalt and burner oil were piped directly to the plant. Aggregates were handled with a 3/4 cu. yd. clamshell shovel and a 60 h.p. tractor and dozer. Hauling was done with hired 5-ton trucks, and the material was handled on the road with a power blade, Adnun spreader box and 10-ton roller.

A good profit was made on this contract because of good equipment, organization and the limited use of forms. Main office and supervision costs were excessive.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
FEB 10 1940

19-3

#2198

February 9, 1940

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2198, for the construction of the Salem-Middle Grove Section of the Pacific Highway East and Silverton County Road in Marion County, has been completed by the contractors, Warren Northwest, Inc., and that final settlement will be made by the State with said contracters for work done under said contract on or after February 19, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $35,623.25, including the final payment. Of this amount $77.46 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1-5M-3-39

11-3

OREGON STATE HIGHWAY COMMISSION

FINAL REPORT ✓

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 23, 1939

Section Salem - Middle Grove

Kind of work Grading & Paving

Highway Pacific Highway & Silverton Co. Rd.

Section prefix 224-1016

Contractor Warren Northwest, Inc.

Contract number 2198

Date of contract June 22, 1939

Date of completion September 30, 1939

Date work started July 13, 1939

Estimated date of completion , 193

Amount of contract $35,138.90

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $35,730.38

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2279.21, 6.38 %

Date project was completed September 26, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi Final Estimate and supporting data for this contract was submitted to the Division Office on Thursday, December 21st.

NOTED
RAY WEBBER

RECEIVED
DEC 26 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

R. N. HACKET

Signed H S Swart

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FAS 40-A-1
2198

RECEIVED
DEC 21 1939

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 40-A (1)
Salem-Middle Grove Section
Silverton Road

December 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Highway Engineer

Encls.

Jon

FAS 4-[illegible]-1
2198

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 40-A (1)
Salem-Middle Grove Section
Silverton Road

December 15, 1939

Mr. R. H. Baldock
State Highway Engineer
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Very truly yours,

W. H. LYNCH
District Engineer

By J F Cameron
J. F. Cameron
Highway Engineer

Encls.

Jon

Wa4pr-2919

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 40-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of November, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 25th day of May, 1939, a project statement, which was approved by the Secretary on the 9th day of June, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 7th day of June, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty thousand, one hundred and no/100 dollars ($20,100.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+30 at a connection with Federal Aid Project 19 in the NW 1/4, Sec. 13, T. 7 S., R. 3 W., W.M. and survey station 145+00 in the SE 1/4, Sec. 8, T. 7 S., R. 2 W., W.M.

, length 2.740 miles, in Marion County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 40, consisting of 2.740 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of twenty thousand, one hundred and no/100 dollars ($20,100.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-three thousand, four hundred eighty-seven and 89/100 dollars ($33,487.89), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of NOV 24 1939, 19------

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By --

(Title of officer)

By --

(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 40-A(1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 33,487.89 as the total estimated cost of said project, and the sum of $ 20,100.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______________ one thousand nine hundred and NOV 24 1939

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~,

By H J O'Leary
~~[illegible]~~ XXX
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4820

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

FAS 40-A-1

November 6, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Salem-Middle Grove Section, Project No. FAS 40-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

October 11, 1939

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 40-A (1),
Salem-Middle Grove Section
Silverton Road

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Sr. Highway Engineer

FAS 40-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 30 1939
STATE HIGH[illegible]MISSION

October 28, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 40-A (1), Salem-Middle Grove Section of the Silverton Road, was made by a representative of this office on September 29, 1939. Prompt submission of the final voucher will be appreciated.

Copies of the draft of agreement sent you October 11, 1939, for signature have not yet been returned.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Sr. Highway Engineer

RECEIVED
AUG 3 1939
FOR FILING

FAS 40-A-1

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Salem-Middle Grove Section, Project No. FAS 40-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 40-A (1)

SALEM-MIDDLE GROVE SECTION

OF THE SILVERTON ROAD IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 14, 1939

22' Roadway (Sta. 8+36 to 16+12)

All Required		Removal of Guard Fence and Bridge	$ - -	$ 25.00
30	cu. yds.	Excavation, Single Classification	.33	9.90
350	lin. ft.	12" Concrete Pipe	.75	262.50
1	only	Concrete Catch Basin	20.00	20.00
10	cu. yds.	Concrete Curbs and Walls	15.00	150.00
2	cu. yds.	Concrete Signal Posts and Light Pedestals	16.00	32.00
All Required		Constructing Recesses for Curb Markers (4%)		22.50
130	lin. ft.	1" Electrical Conduit	.30	39.00
400	cu. yds.	4" - 0" Material in Base	.75	300.00
50	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.90	95.00
20	cu. yds.	Filler	.30	6.00
10	yd. mi.	Hauling Filler	.15	1.50
10	M-gal.	Sprinkling	1.50	15.00
70	tons	Class "A" Asphaltic Concrete	4.84	338.80
100	tons	Class "B" Asphaltic Concrete	4.84	484.00
280	tons	Cutback Asphalt Wearing Surface	4.84	1,355.20
30	cu. yds.	½" - 0" Screenings in Footpath	2.00	60.00
				$ 3,216.40
		Lump Sum Reduction		155.00
		Subtotal		$ 3,061.40
		10% Engr. & Cont.		306.14
		Total		$ 3,367.54

Length 0.300 mile
Cost per mile $ 11,225.13

20' Roadway (Sta. 16+12 to 125+00)

3,300	cu. yds.	Excavation, Single Classification	$ .33	$ 1,089.00
750	sq. yds.	Removal of Old Pavement	.30	225.00
50	lin. ft.	12" Concrete Pipe	.75	37.50

48	lin. ft.	30" Concrete Pipe	$ 3.50	$ 168.00
2,600	cu. yds.	4" - 0" Material in Base	.75	1,950.00
300	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.90	570.00
80	cu. yds.	Filler	.30	24.00
40	yd. mi.	Hauling Filler	.15	6.00
40	M.gal.	Sprinkling	1.50	60.00
2,310	tons	Class "A" Asphaltic Concrete	4.84	11,180.40
1,316	tons	Class "B" Asphaltic Concrete	4.84	6,369.44
1,420	tons	Cutback Asphalt Wearing Surface	4.84	6,872.80
110	cu. yds.	½" - 0" Screenings in Footpath	2.00	220.00
				$ 28,772.14
			Lump Sum Reduction	1,390.00
			Subtotal	$ 27,382.14
			10% Engr. & Cont.	2,738.21
			Total	$ 30,120.35

Length 2.440 miles
Cost per mile $ 12,344.40

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
22' Roadway	$ 3,367.54	$ 2,021.25	$ 1,346.29
20' Roadway	30,120.35	18,078.75	12,041.60
	$ 33,487.89	$ 20,100.00	$ 13,387.89

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920

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JUL 1 [illegible]
FOR [illegible]

FAS 40-A-1

July 14, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the suggestion contained in your letter of June 7, 1939, a change has been made in the traffic island at the junction of the present county road and new location of the Salem-Middle Grove Section, Project No. FAS 40-A (1).

Five blueprint copies of plan sheets numbers 2-A and 3 showing the revised lay-out are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

June 22, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon F.A.P. 19 (5) and FAS 45-A (1), Salem-Middle Grove section of Pacific Highway East and Silverton County Road, to Warren Northwest, Inc., Portland, Oregon, whose combination bid on these projects and FAS 45-A (1) was low.

Very truly yours,

W. H. LYNCH
District Engineer

June 20, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired on the Salem-Middle Grove Section, Project No. FAS 40-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/US

June 14, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accordance with the request contained in your letter of June 7, 1939, we are sending, under separate cover, five blueprint copies of the typical section sheet for Project No. FAS 40-A (1), which sheet has been revised by showing the shoulder slopes.

We are enclosing ten copies of bid sheet number 2, which has been revised by changing bid item number 12 from "Concrete Driveways" to "Concrete Driveway Aprons," to conform with the special provisions.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

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FOR FILING

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June 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of June 7th, concerning the Salem-Middle Grove Project, Project FAS 40-A, in which letter you comment on the traffic island arrangement at the junction of the new route with the present county road.

For your more complete information in regard to this, we are sending herewith a blueprint copy of plan sheet showing the manner in which it is proposed to route and to control traffic at the junction referred to.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc John Beakey

Encl.

[redacted] 1500 12-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DIVISION
SALEM

June 12, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

Reference is made to the letter from W. H. Lynch under date of June 7 commenting upon the large traffic island which we propose to construct at the junction of the old road on the Salem-Middle Grove section of the Silverton Road.

The objection to this island on the part of the Portland office of the Bureau is probably occasioned by misunderstanding as to how we propose to place stop signs at the intersections. I have, therefore, prepared the attached map and which, I suggest, should be sent to the Bureau. I believe this will explain the method of operation to their satisfaction.

Very truly yours,

John Beakey
John Beakey
Traffic Engineer

JB:JJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 40-A (1), the Salem-Middle Grove Section of the Silverton Road, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Please submit section sheets to show the slopes of the shoulders.

The large traffic island at the junction with the present county road appears to favor traffic on that road as against traffic toward Silverton on the FAS project, due somewhat to the angles used on the island. Our approval, therefore, is subject to further study being given the treatment provided at this junction point.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copy sent to
Beakey

Sam

June 7, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In compliance with your suggestion, we have revised the plans, specifications and estimates for the Salem-Middle Grove and Wheatland Junction-Salem Projects (Projects FAS 40-A (1) and FAS 45-A (1), to provide footpaths on those portions of the projects which carry sufficient pedestrian traffic to justify footpath construction.

Copies of the revised plans, specifications and estimates are being submitted herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Incl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 40-A (1)

SALEM-MIDDLE GROVE SECTION
OF THE SILVERTON ROAD IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 7, 1939

22' Roadway (Sta. 0+30 to 16+12)

All Required		Removal of Guard Fence and Bridge		$ 50.00
30	cu. yds.	Excavation, Single Classification	$ 0.50	15.00
350	lin. ft.	12" Concrete Pipe	1.00	350.00
1	only	Catch Basin	22.00	22.00
10	cu. yds.	Concrete Curbs and Walls	20.00	200.00
2	cu. yds.	Concrete Signal Posts and Light Pedestals	25.00	50.00
All Required		Constructing Recesses for Curb Markers		25.00
130	lin. ft.	1" Electrical Conduit	0.25	32.50
400	cu. yds.	4" - 0" Material in Base	0.70	280.00
50	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.75	87.50
20	cu. yds.	Filler	0.40	8.00
10	yd. mi.	Hauling Filler	0.15	1.50
10	M-Gals.	Sprinkling	1.50	15.00
70	tons	Class "A" Asphaltic Concrete	4.50	315.00
100	tons	Class "B" Asphaltic Concrete	4.50	450.00
280	tons	Cutback Asphalt Wearing Surface	4.50	1,260.00
30	cu. yds.	¼" - 0" Screenings in Footpath	2.00	60.00
		Subtotal		$3,221.50
		10% Engr. & Cont.		322.15
		Total		$3,543.65

Length 0.300 Mile
Cost per Mile $11,812.16

20' Roadway (Sta. 16+12 to 145+00)

3,300	cu. yds.	Excavation, Single Classification	$ 0.50	$1,650.00
750	sq. yds.	Removal of Old Pavement	0.30	225.00
50	lin. ft.	12" Concrete Pipe	1.00	50.00
48	lin. ft.	30" Concrete Pipe	4.00	192.00
2,600	cu. yds.	4" - 0" Material in Base	0.70	1,820.00
300	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.75	525.00
80	cu. yds.	Filler	0.40	32.00

40	yd. mi.	Hauling Filler	$ 0.15	$ 6.00
40	M-Gals.	Sprinkling	1.50	60.00
2,310	tons	Class "A" Asphaltic Concrete	4.50	10,395.00
1,316	tons	Class "B" Asphaltic Concrete	4.50	5,922.00
1,420	tons	Outback Asphalt Wearing Surface	4.50	6,390.00
110	cu. yds.	¼" - 0" Screenings in Footpath	2.00	220.00
		Subtotal		$27,487.00
		10% Engr. & Cont.		2,748.70
		Total		$30,235.70

Length	2.440 Miles
Cost per Mile	$12,391.68

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
22' Roadway	$ 3,543.65	$ 2,126.00	$ 1,417.65
20' Roadway	30,235.70	18,144.00	12,091.70
	$33,779.35	$20,270.00	$13,509.35

June 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement for the Salem-Middle Grove Section, Project No. FAS 40-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 40-A(1)

SALEM-MIDDLE GROVE SECTION
OF THE SILVERTON ROAD IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 5, 1939

22' Roadway (Sta. 0+30 to 16+12)

All Required		Removal of Guard Fence and Bridge		$ 50.00
30	cu. yds.	Excavation, Single Classif.	$ .50	15.00
350	lin. ft.	12" Concrete Pipe	1.00	350.00
1	only	Catch Basin	22.00	22.00
10	cu. yds.	Concrete Curbs and Walls	20.00	200.00
2	cu. yds.	Concrete Signal Posts and Light Pedestals	25.00	50.00
All Required		Constructing Recesses for Curb Markers		25.00
130	lin. ft.	1" Electrical Conduit	.25	32.50
400	cu. yds.	4" - 0" Material in Base	.70	280.00
50	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.75	87.50
20	cu. yds.	Filler	.40	8.00
10	yd. mi.	Hauling Filler	.15	1.50
10	M-gal.	Sprinkling	1.50	15.00
70	tons	Class "A" Asphaltic Concrete	4.50	315.00
100	tons	Class "B" Asphaltic Concrete	4.50	450.00
280	tons	Cutback Asphalt Wearing Surface	4.50	1,260.00
			Subtotal	$ 3,161.50
			10% Engr. & Cont.	316.15
			Total	$ 3,477.65

Length 0.300 mile
Cost per mile $ 11,592.16

20' Roadway (Sta. 16+12 to 145+00)

3,300	cu. yds.	Excavation, Single Classif.	$ .50	$ 1,650.00
750	sq. yds.	Removal of Old Pavement	.30	225.00
50	lin. ft.	12" Concrete Pipe	1.00	50.00
48	lin. ft.	30" Concrete Pipe	4.00	192.00

2,600	cu. yds.	4" - 0" Material in Base	$ .70	$ 1,820.00
300	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.75	525.00
80	cu. yds.	Filler	.40	32.00
40	yd. mi.	Hauling Filler	.15	6.00
40	M-gal.	Sprinkling	1.50	60.00
2,310	tons	Class "A" Asphaltic Concrete	4.50	10,395.00
1,316	tons	Class "B" Asphaltic Concrete	4.50	5,922.00
1,420	tons	Cutback Asphalt Wearing Surface	4.50	6,390.00
			Subtotal	$ 27,267.00
			10% Engr. & Cont.	2,726.70
			Total	$ 30,993.70

Length 2.440 miles
Cost per mile $ 12,702.33

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
22' Roadway	$ 3,477.65	$ 2,087.00	$ 1,390.65
20' Roadway	30,993.70	18,603.00	12,390.70
	$ 34,471.35	$ 20,690.00	$ 13,781.35

SALEM-MIDDLE GROVE SECTION

PROJECT NO. FAS 40-A (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 5, 1939

F 17-3

RECEIVED

DEC 1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124

Oregon FAP 19 (3)
Silverton Junction-Salem Sec.
Pacific Highway

December 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Highway Engineer

Encls.

Fron

wa4pr-2918

Form P. R. 2

State Oregon

Federal Aid Project No. 19(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of November, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of March, 1919, a project statement, which was approved by the Secretary on the 12th day of May, 1919, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the United States District Engineer on the 7th day of June, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, one hundred and no/100 dollars ($3,100.00) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 51+20 in the NE 1/4, Sec. 14, T. 7 S., R. 3 W., W.M., the north end of Project WPGH 19-A, and survey station 57+10 in the NW 1/4, Sec. 13, T. 7 S., R. 3 W., W.M.

, length 0.111 of a mile, in Marion County, being Oregon Federal Aid project No. 19(3), consisting of 0.111 of a mile of roadway and no bridges of more than 20 feet clear span.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ---------- ~~of~~ said project shall not in any event exceed the sum of three thousand, one hundred and no/100 dollars ($3,100.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five thousand, one hundred sixty-four and 89/100 dollars ($5,164.89), the approved total estimated cost of ~~Section~~ ---------- ~~of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of NOV 21 1939, 19-----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ------------------------------

(Title of officer)

By ------------------------------

(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~SECRETARY OF AGRICULTURE.~~

By
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 19(3), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 5,164.89 as the total estimated cost of said project, and the sum of $ 3,100.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of NOV 21 1939 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
[illegible],

By W. J. O'Leary
[illegible]
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4090

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

OCT 3 - 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO

FILE No. Oregon FAP 19 (3),
Silverton Junction-Salem Sec.,
Pacific Highway.

October 2, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

[illegible]VED
[illegible] 1, 1939
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FA 19-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 28, 1939

RECEIVED
OCT 30 1939
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 19 (3), Silverton Junction-Salem Section of the Pacific Highway, was made by a representative of this office on September 29, 1939. Prompt submission of the final voucher will be appreciated.

Copies of the draft of agreement sent you October 2, 1939, for signature have not yet been returned.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

FAP 11-3

August 2, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon FAS 45-A (1), Wheatland Junction-Salem Section.

At the time of opening of bids and awarding contract on June 22nd we were verbally advised that right of way had been secured for this project. A search of our files fails to show where we have received a certificate covering this right of way, and we should appreciate your forwarding it to us at your early convenience.

Also please submit a statement that right of way was secured for FAP 19 (3), Silverton Junction-Salem Section.

Very truly yours,

W. H. LYNCH
District Engineer

FOR [illegible]

FA 19-3

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Silverton Junction-Salem Section, Project No. FA 19 (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 19 (3)

SILVERTON JUNCTION-SALEM SECTION

OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1939

170	cu. yds.	Excavation, Single Classif.	$ .33	$ 56.10
8	lin. ft.	4" Concrete Pipe	.30	2.40
10	lin. ft.	12" Concrete Pipe	.75	7.50
2	only	Removal of Catch Basins	5.00	10.00
7	only	Concrete Catch Basins	20.00	140.00
1	only	Concrete Manhole	75.00	75.00
40	cu. yds.	Concrete Curbs and Walls	15.00	600.00
500	sq. yds.	Concrete Sidewalks	1.50	750.00
45	sq. yds.	Concrete Driveway Aprons	1.50	67.50
3	cu. yds.	Concrete in Signal Posts and Light Pedestals	16.00	48.00
2	only	Metal Uprights in Signal Posts	50.00	100.00
All Required		Construct Recesses for Curb Markers (55¢)		27.50
50	lin. ft.	3/4" Electrical Conduit	.30	15.00
170	lin. ft.	1" Electrical Conduit	.30	51.00
200	lin. ft.	1½" Electrical Conduit	.30	60.00
320	tons	Class "A" Asphaltic Concrete	4.84	1,548.80
84	tons	Class "B" Asphaltic Concrete	4.84	406.56
200	tons	Cutback Asphalt Wearing Surface	4.84	968.00
				$ 4,933.36
			Lump Sum Reduction	238.00
			Subtotal	$ 4,695.36
			10% Engr. & Cont.	469.53
			Total	$ 5,164.89

Length 0.111 mile

Cost per mile $ 46,530.54

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$ 3,100.00
State Funds- -	2,064.89
	$ 5,164.89

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
JUN 24 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon F.A.P. 19 (3) and FAS 40-A (1), Salem-Middle Grove section of Pacific Highway East and Silverton County Road, to Warren Northwest, Inc., Portland, Oregon, whose combination bid on these projects and FAS 45-A (1) was low.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

June 14, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five blueprint copies of plan sheet number 2 for the Silverton Junction-Salem Section, Project No. FA 19 (3), which sheet has been revised by showing dimension details for the retaining wall plan.

This information was requested in your letter of June 7, 1939, which, likewise, requested the amount of crown be shown on the typical cross-sections. We are not certain what additional information you require concerning the roadway crown which was shown to be 6.5 inches. Please advise us if further information is necessary.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

42
.4
16.8 : 17

1.
.4
.4 = .41

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. FAP 19 (3), the Silverton Junction-Salem Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority to advertise for bids.

Concurrence in award will be withheld pending approval of the inclusion of this project on the 1939 Federal Aid program.

Please submit revised section sheets showing the roadway crown and details of the retaining wall.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

June 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement for the Silverton Junction-Salem Section, Project No. FA 19 (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 19 (3)

SILVERTON JUNCTION-SALEM SECTION
OF THE PACIFIC HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 5, 1939

170	cu. yds.	Excavation, Single Classif.	$ .50	$ 85.00
8	lin. ft.	4" Concrete Pipe	.50	4.00
10	lin. ft.	12" Concrete Pipe	1.00	10.00
2	only	Removal of Catch Basins	5.00	10.00
7	only	Concrete Catch Basins	22.00	154.00
1	only	Concrete Manhole	25.00	25.00
40	cu. yds.	Concrete Curbs and Walls	20.00	800.00
500	sq. yds.	Concrete Sidewalks	1.50	750.00
45	sq. yds.	Concrete Driveway Aprons	2.00	90.00
3	cu. yds.	Concrete in Signal Posts and Light Pedestals	25.00	75.00
2	only	Metal Uprights in Signal Posts	75.00	150.00
All	Required	Construct Recesses for Curb Markers		30.00
50	lin. ft.	3/4" Electrical Conduit	.20	10.00
170	lin. ft.	1" Electrical Conduit	.25	42.50
200	lin. ft.	1¼" Electrical Conduit	.30	60.00
320	tons	Class "A" Asphaltic Concrete	4.50	1,440.00
84	tons	Class "B" Asphaltic Concrete	4.50	378.00
200	tons	Cutback Asphalt Wearing Surface	4.50	900.00
		Subtotal		$ 5,013.50
		10% Engr. & Cont.		501.35
		Total		$ 5,514.85

Length	0.111 mile
Cost per mile	$ 49,683.33

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$ 3,310.00
State Funds- -	2,204.85
	$ 5,514.85

SILVERTON JUNCTION-SALEM SECTION

PROJECT NO. 19 (3)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 5, 1939

RECEIVED
JUL 13 1939
FOR FILING

July 13, 1939

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2198 which was awarded to you on June 22, 1939, for grading and paving the Salem-Middle Grove Section of the Pacific Highway East and the Silverton County Road, in Marion County. This is for your records and files.

Very truly yours,

Secretary

MC:AM

RECEIVED
COPY:
FOR

July 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of maintenance and right of way agreement and three copies of encroachment resolution relative to encroachments and traffic for Project FAS 45-A (1), beginning at the north city limits of Salem and extending northerly 3.99 miles; also, three copies of maintenance and right of way agreement and three copies of resolution relative to encroachments and traffic for Project FAS 40-A (1), from a point on the Pacific Highway at the north city limits of Salem towards Silverton on the Salem-Silverton County Road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:Me

Encl.

2198

RECEIVED
JUN 2[illegible] 1939
FOR FILING

19-3-
[illegible]-40-61-1

June 26, 1939

WARREN NORTHWEST, INC.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you on June 22, 1939, by the State Highway Commission:

Grading and paving the WheatlandJunction-Salem Section of the North River Road, in Marion County, ✓Contract No. 2199.

Grading and paving the Salem-Middle Grove Section of the Pacific Highway East and Silverton County Road, in Marion County, Contract No. 2198.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for execution by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the paragraph under Section 5, page 14, of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 24 1939
FOR FILING

7a19-3
7a8 40-a-1

June 23, 1939

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 22, 1939, awarded you the contract for 0.3 mile grading and paving and 2.5 miles pavement widening and resurfacing on the Salem-Middle Grove Section of the Pacific Highway East and Silverton County Road, in Marion County; and for 1.2 miles grading and paving, and 2.8 miles pavement widening and resurfacing on the Wheatland Junction-Salem Section of the North River Road, also in Marion County. This award was based on your low combination bid of $96,546.98, for both of these jobs, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. E. Probert
Mr. G. S. Paxson

CONTRACT # 2199

FAS 45-A-1 Wheatland Junction-Salem Sec.
2199 North River County Road 1939

RECEIVED
JAN 23 1941
FOR FILING

FAS 45-A-1

January 20, 1941

Hon. Leroy Hewlett
County Judge of Marion County
Salem, Oregon

Dear Sir:

In response to your letter of January 16 in which you critisize this department for subgrade displacement on the North River Road, advise that the State Highway Department of Oregon has perhaps given more consideration than any other of the western states to the question of soil mechanics. We use the principles of this allied science as an aid in the prevention of the settlement of fills, but settlements do occur. In spite of our care, nature finds the weak spots and subgrade movements take place here as elsewhere.

We do not consider this due in any way to improper construction. In future jobs of this kind we will be glad to consult with your Engineer and, if he can suggest some practical method of avoiding future settlements, we will be glad to have his advice. The County Court signed a maintenance agreement and agreed to maintain the road after it was built. The County was relieved of the responsibility of matching federal funds, and the federal funds were matched by state funds. Oregon is one of the four states in the nation in which the federal secondary funds applicable to county roads are matched by state funds.

We must, therefore, disclaim responsibility for the maintenance of this road.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:hi

[illegible] XXXXXXX Leroy Hewlett

County Commissioners
XXXXXXXXXXXX Ralph A. Girod
J. E. Smith

Probation Officer
Mrs. Nona White

Marion County
Office of
County Judge
Salem, Oregon

Court convenes on
the first Wednesday of each month
at ten A. M.

Telephone 4430

January 16th,
1941

Mr. Robert H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

It has been reported to this Court that the road bed is settling and there are large cracks caused in the surface of the North River Road which was recently improved. The place where the cracks are appearing is about one-half mile North of the Keizer School House where the right of way was secured from Barney Kropp and Louis Oldenburg.

It is the opinion of this Court that the cracks are due to improper construction at this place in the road and that the State Highway Department should see that the necessary repairs are made.

Kindly advise this Court in regard to this road.

Yours sincerely,

Leroy Hewlett
County Judge

J E Smith
County Commissioner

Ralph A Girod
County Commissioner

FAS 45-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGE
PUBLIC ROADS ADMINISTRAT

RECEIVED
NOV 20 1940
FOR FILING

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 45-A (1)
Wheatland Junction-Salem Sec.
River Road North

November 5, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jeo

WA4pr 2958

Section A (1).
Oregon Federal Aid Secondary Project No. FAS 45.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 24, 1939 by the Administrator, and on November 4, 1939 by the State Highway Department of Oregon, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Secondary Project No. FAS 45, Section A (1); and

WHEREAS, the State Highway Department of Oregon has requested the Administrator to approve a revision of the estimate for said project to provide for increasing the Federal funds approved and set aside to the credit of the project from $23,910.00 to $40,134.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator, that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimate and the sum of forty thousand, one hundred thirty-four and 00/100 dollars ($40,134.00), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of forty thousand, one hundred thirty-four and 00/100 dollars ($40,134.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-nine thousand, seven hundred forty-eight and 80/100 dollars ($69,748.80), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Oct 24 1940, and the Administrator on NOV 2 1940.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By Sherman W. Clough
Member, State Highway Commission

By ______________________
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Section A (1),
Oregon Federal Aid Secondary Project No. FAS 45.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 45-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $69,748.80 in lieu of the $23,910.00 approved by Certificate of November 24, 1939 as the total estimated cost of said project, and the sum of $40,134.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of NOV 2 1940

one thousand nine hundred and ______

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
OCT 26 1940
FOR FILING

FAS 45-A-1

October 25, 1940

Mr. F. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of modified agreement for the Wheatland Junction-Salem Section, Project No. FAS 45-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
AUG 14 1940
FOR FILING

FAS 45-A-1

August 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 10, 1940, concerning our request to increase the Government funds for the Wheatland Junction-Salem Section, Project No. FAS 45-A (1) by the amount of $16,224.00.

The plan suggested in our letter of August 7, 1940, overlooked the condition that the unobligated balance included $10,000.00 that was programmed for Project No. FAS 204, and that the unprogrammed balance will be only approximately $9,000.00 when the recently submitted final vouchers are paid.

Accordingly, may we suggest, when this approximate amount is available, the programmed amount for Project No. FAS 204 be reduced sufficiently to increase the set-up for Project No. FAS 45-A (1) to the full amount of the $16,224.00 requested.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Re Baldock

FAS 45-A-1

March 26th, 1940

COST ANALYSIS-FINAL REPORT
Wheatland Junction-Salem
North River Road-Marion County
Contract 2199 Prefix 224-1017

Warren Northwest Inc., Contractors

H. S. Swart, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,545.62	All			$1,500.00
Trench Excavation	805.62	628.8 cu. yd.	1.31	1.25	786.00
Excavation, So. of Sta. 146	247.86	987.6 " "	0.26	0.23	227.19
" No. " " "	5,584.15	31,271.4 " "	0.18	0.17	5,316.14
Truck Haul	322.48	3,070 yd. mi.	0.105	0.10	307.00
Finish	384.75	1.22 Mi.	315.36	300.00	366.00
Removal of Old Pavement	389.70	3,710 sq. yd.	0.105	0.10	371.00
Break Old Pavement	74.18	1,412.5 sq. yd.	0.05	0.05	70.62
12" Corr. Iron Pipe	220.59	210.0 lin. ft.	1.05	1.00	210.00
12" Concrete Pipe	22.06	21 " "	1.05	1.00	21.00
18" " "	354.51	225 " "	1.57	1.50	337.50
Concrete Catch Basins	21.01	1	21.01	20.00	20.00
Class "D" Concrete	3,608.38	171.76 cu. yd.	21.00	20.00	3,435.20
Metal Reinforcement	1,100.21	20,948.1 lbs.	0.05	0.05	1,047.41
4"-0" Mat'l in Base	6,054.15	12,602 cu. yd.	0.48	0.65	8,191.30
3/4"-0 " in Level Course & Shoulders	2,589.47	1,450.5 " "	1.78	1.75	2,538.38
1/2"-0" Screenings in Footpath	180.69	90 " "	2.00	2.00	180.00
Filler	5.90	20 " "	0.29	0.25	5.00
Filler Haul	4.73	30 yd. mi.	0.16	0.15	4.50
Sprinkle	439.38	346.5 M-Gal.	1.27	1.35	467.78
Class "A" Asphaltic Conc.	16,995.42	4,387.5 Ton	3.87	4.40	19,305.00
Class "B" Asphaltic Conc.	6,289.76	1,623.75 "	3.87	4.40	7,144.50
Cutback Asphalt in Wearing Surface	11,798.02	3,045.75 "	[illegible].87	4.40	13,401.30

NOTED

Cost Analysis - Wheatland Junction-Salem.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
PA #1, 72" Corr. Iron Pipe	$817.06	47 lin. ft.	$17.38	$16.55	$777.85
PA #2, 6" Conc. Sewer "	33.04	85 " "	0.39	0.37	31.45
Force Account	226.06				226.06
Cement Adjustment		44.25 Bbl.		2.44	-107.97
Lump Sum Reduction					-3,217.00
	$60,114.80				$62,963.21

Gross Revenue	$62,963.21
Total Cost	60,114.80
Net Profit	$2,848.41

Net Profit Equals 4.5% of the Gross Revenue

Wheatland Junction-Salem

Detail of Cost

Labor:

Supervision	$831.53	
Labor	8,233.17	
State Industrial Accident Insurance	538.77	
Unemployment and Social Security	396.30	$9,999.77

Materials:

Mineral Aggregate	6,804.4 cu. yd.	at $1.10	$7,484.73	
51/60 Asphalt	338.31 Tons	" 13.10	4,431.86	
RC 4 Cutback Asphalt	145.46 "	" 12.18	1,771.70	
Royalty 4"-0 Pit Run Rock	12,602 cu. yd.	" 0.10	1,260.20	
3/4"-0" Crushed Material	1,450.5 cu. yd.	" 1.40	2,030.70	
1/2"-0" " "	90 " "	" 1.40	126.00	17,105.19

Sub-Contracts:

Leonard & Slate:

Clearing & Grubbing	All		$1,500.00	
Trench Excavation	405.8 cu. yd.	at $1.25	507.25	
Excavation, No. Sta. 146	31,271.4 " "	" 0.17	5,316.14	
Truck Haul	3,070 yd. mi.	" 0.10	307.00	
Finish Roadbed & Slopes	1.22 Miles	" 300.00	366.00	
Removal of Old Pavement	3,710 sq. yd.	" 0.10	371.00	
Break Old Pavement	1,412.5 sq. yd.	" 0.05	70.62	
12" C.I.P.	210 lin. ft.	" 1.00	210.00	
12" Concrete Pipe	21 " "	" 1.00	21.00	
18" " "	225 " "	" 1.50	337.50	
72" C.I.P.	47 " "	" 16.55	777.85	
6" Concrete Sewer Pipe	85 " "	" 0.37	31.45	9,815.81

E. N. Peterson:

Trench Excavation	223 cu. yd.	at $1.25	$278.75	
Concrete Catch Basins	1	" 20.00	20.00	
Class "D" Concrete	171.76 cu. yd.	" 20.00	3,435.20	
Metal Reinforcement	20,948.1 lbs.	" 0.05	1,047.41	4,781.36

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$3,245.30	
Hired Trucks	3,839.63	
Gas, Oil and Grease	2,968.45	
Misc. Supplies & Small Tools	2,558.78	
Main Office Overhead	2,529.28	
Freight and Cartage	1,059.02	
Hired Equipment	596.06	
Lumber	1,109.04	
Bond	468.03	
Public Liability & Damage Insurance	99.07	18,472.66
		$60,114.80

Wheatland Junction-Salem

Detail Cost of Paving

Class "A" Asphaltic Concrete	4,387.5 Ton
" "B" " "	1,623.75 "
Cutback Asphalt Wearing Surface	3,045.75 "
Total	9,057.0 Ton

	Quantity	Cost	Unit Cost
Move In & Set Up	9,057.0 Ton	$2,434.64	$0.268
Materials	" "	13,448.07	1.484
Mix	" "	6,178.11	0.682
Haul	" "	1,901.97	0.21
Forms & Preparation of Sub-grade	" "	3,559.76	0.393
Lay	" "	4,575.43	0.505
Supervision & Main Office	" "	2,985.22	0.330
		$35,083.20	$3.872

This contract was bid in conjunction with the Salem-Middle Grove Section on which there were 6,116.5 tons of asphaltic pavement. One plant set-up was used for both contracts, and the average cost of plant operation was, therefore, used.

A batching plant of 2,500 lb. capacity was set up near the Salem Sand & Gravel Co. plant. Aggregates were purchased in stockpile at the site, and fuel oil and asphalt were piped directly from cars to the plant. 14 Hours a day were worked, and an average hourly production of 47.5 tons was maintained. A 3/4 cu. yd. clamshell shovel and tractor and dozer were used for handling the aggregates, and the asphaltic pavement was hauled in hired 5-ton trucks.

The Class "A" mix which was used in widening the existing pavement and as sub-base paving was end dumped from trucks and bladed into place. Class "B" mix and the cutback wearing surface were laid with an Adnun spreader box. Headers were used on the Class "A" mix only on curves; a center header only was used on the Class "B" and cutback asphalt except on curves where an outside header was also used.

Wheatland Junction-Salem
Warren Northwest Inc., Contractors

REMARKS:

This contract was bid and awarded June 22nd, 1939. Work was started June 30th, and the contract was completed September 26th.

All clearing, grading and pipe items were sub-contracted to Leonard & Slate for the prices bid. All concrete items were sub-contracted to E. N. Peterson. A small loss was consequently suffered on these bid items because they had to carry their share of the main office expense.

Pit run gravel base was secured from a deposit about 1000 feet west of road near the center of the project. A good profit was made on this item due to a short haul and a high average hourly production. A 3/4 cu. yd. shovel was used for loading; hauling was done with hired trucks and the material was handled on the road with a 10-ton roller and power blade.

A good profit was made on the asphaltic pavement due to good organization, equipment and the laying of the pavement without headers wherever possible.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

#2199

RECEIVED
FEB 10 1940
FOR FILING

FAS 45-A-1

February 9, 1940

United States Fidelity & Guaranty Company,
E. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

On January 15th you were advised that it was the intention of the State Highway Commission to make final payment to Warren Northwest, Inc., in connection with their Contract No. 2199, Wheatland Junction-Salem Section of the North River County Road in Marion County.

You were advised that the total amount paid the contractors, including the final payment would be $62,547.76, Since that time an adjustment has been made and the total amount to be paid will be $62,965.21. Of this amount $226.08 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JAN 15

FAS 45-A-1

January 15, 1940

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2199, for the construction of the Wheatland Junction-Salem Section of the North River County Road in Marion County, has been completed by the contractors, Warren Northwest, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after January 25, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $62,547.76, including the final payment. Of this amount $177.15 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 45-A-1

RECEIVED

STATE [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 45-A (1)
Wheatland Junction-Salem Sec.
River Road North

December 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Highway Engineer

Encls.

[illegible]

wa4pr-2958

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 45-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of November, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 25th day of May, 1939, a project statement, which was approved by the Secretary on the 9th day of June, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 7th day of June, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-three thousand, nine hundred ten and no/100 dollars ($23,910.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the north city limits of Salem, on Front Street, and survey station 210+44.0 in the SE 1/4, Sec. 26, T. 6 S., R. 3 W., W.M.

, length 3.985 miles, in Marion County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 45, consisting of 3.985 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, ~~[illegible] length.~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of twenty-three thousand, nine hundred ten and no/100 dollars ($23,910.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-nine thousand, seven hundred forty-eight and 80/100 dollars ($69,748.80), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws of 1917; Chap. 31, laws of 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of NOV 24 1939, 19----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Herman W. Oberg
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By W. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 45-A(1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $69,748.80 as the total estimated cost of said project, and the sum of $23,910.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______________ one thousand nine hundred and NOV 24 1939

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—1299

Wherever in this document the terms "Secretary" or [illegible] Agriculture" appear [illegible] [illegible] Federal Works Administrator [illegible] requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 13 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAS 45-A (1)
Wheatland Jctn.-Salem Sec.,
River Road North.

October 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

FAS 45-A-1

7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 28, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 45-A (1), Wheatland Junction-Salem Section of River Road North, was made by a representative of this office on September 29, 1939. Prompt submission of the final voucher will be appreciated.

Copies of the draft of agreement sent you October 11, 1939, for signature have not yet been returned.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. V. Caufield
Sr. Highway Engineer

Form E-1—5M—3-39

71845 A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 30, 1939

Section Wheatland Junction - Salem

Kind of work Grading & Paving

Highway North River Road

Section prefix 824-1017

Contractor Warren Northwest, Inc.

Contract number 2199

Date of contract June 22, 1939

Date of completion September 30, 1939

Date work started June 30, 1939

Estimated date of completion , 193

Amount of contract $ 63,408.00

Per cent of time elapsed 100.0 %

Estimated cost of completed project, exclusive of engineering $ 63,152.58

Per cent of contract completed, based on total contract price 100.0 %

Engineering cost to date, $ 3,303.90, 5.23 %

Date project was completed September 26, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

E. N. Peterson, sub-contractor, had two men cleaning up and disposing of form lumber removed from the box culverts at Claggett Creek and Labish Creek on Tuesday, Sept. 26th. This completes work on the contract.

The U. S. Bureau of Public Roads was notified by letter of the above mentioned completion date.

Rockwell Simpson, Chainman, has been on work with Mr. E. M. Booth's party five days this week, two days on the Wilsonville - Tigard Section and three days on survey work at Corvallis.

Office work consisted of preparing Semi-Final Estimate data.

I have shown various contractors over the salem - Pringle Creek Section on which bids were received on September 28th.

NOTED
RAY WEBBER

RECEIVED
OCT 2 - 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OCT 3 - 1939

H. G. SMITH

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.2	1.2			4.0
Miles partially completed					
Miles completed	1.2	1.2			4.0
Total estimated quantities	35,300	12,300			9000 tons
Estimated quantities moved or placed to date	35,300	14,003			9057 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Marion COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 24	Cool		
Monday 25	Clear		
Tuesday 26	Warm		
Wednesday 27	Cloudy		
Thursday 28	Clear		
Friday 29	"		
Saturday 30	Fair		

[illegible]
AUG 1[illegible] 1939
[illegible]

FAS 45-A-1

August 14, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of right of way statement advising that all necessary right of way for the Wheatland Junction-Salem Section, Project No. FAS 45-A (1) was acquired on June 22, 1939.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

WHEATLAND JUNCTION-SALEM SECTION

PROJECT NO. FAS 15-A (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 22, 1939

FAS 45-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 2, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon FAS 45-A (1), Wheatland Junction-Salem Section. ✓

At the time of opening of bids and awarding contract on June 22nd we were verbally advised that right of way had been secured for this project. A search of our files fails to show where we have received a certificate covering this right of way, and we should appreciate your forwarding it to us at your early convenience.

Also please submit a statement that right of way was secured for FAP 19 (3), Silverton Junction-Salem Section.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Row statement
submitted
[illegible]

RECEIVED
AUG 5 1939
FOR FILING

FAS 45-A-1

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Wheatland Junction-Salem Section, Project No. FAS 45-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 45-A (1)

WHEATLAND JUNCTION-SALEM SECTION
OF THE RIVER ROAD NORTH IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 14, 1939

All Required		Clearing and Grubbing	$ - -	$ 1,500.00
350	cu. yds.	Trench Excavation	1.25	437.50
1,300	cu. yds.	Excavation South of Station 146	.23	299.00
34,000	cu. yds.	Excavation North of Station 146	.17	5,780.00
3,600	yd. mi.	Truck Haul	.10	360.00
1.22	miles	Finishing Roadbed and Slopes	300.00	366.00
2,000	sq. yds.	Removal of Old Pavement	.10	200.00
4,500	sq. yds.	Breaking Old Pavement	.05	225.00
210	lin. ft.	12" Corr. Iron Pipe	1.00	210.00
50	lin. ft.	12" Concrete Pipe	1.00	50.00
230	lin. ft.	18" Concrete Pipe	1.50	345.00
80	lin. ft.	36" Concrete Pipe	4.50	360.00
1	only	Concrete Catch Basin	20.00	20.00
176	cu. yds.	Class "D" Concrete	20.00	3,520.00
19,000	lbs.	Metal Reinforcement	.05	950.00
9,000	cu. yds.	4" - 0" Material in Base	.65	5,850.00
3,300	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.75	5,775.00
500	cu. yds.	Filler	.25	125.00
500	yd. mi.	Hauling Filler	.15	75.00
250	M-gal.	Sprinkling	1.35	337.50
5,000	tons	Class "A" Asphaltic Concrete	4.40	22,000.00
1,600	tons	Class "B" Asphaltic Concrete	4.40	7,040.00
2,400	tons	Outback Asphalt Wearing Surface	4.40	10,560.00
120	cu. yds.	½" - 0" Screenings in Footpath	2.00	240.00
				$ 66,625.00
		Lump Sum Reduction		3,217.00
		Subtotal		$ 63,408.00
		10% Engr. & Cont.		6,340.80
		Total		$ 69,748.80

Length	3.985 miles
Cost per mile	$ 17,502.83

FAS Funds Requested -	$ 23,910.00
State Funds -	45,838.80
	$ 69,748.80

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 175, laws 1917; Chap. 31, laws 1920

RECEIVED
JUN 24 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 45-A (1), Wheatland Junction-Salem section of North River County Road, to Warren Northwest, Inc., Portland, Oregon, whose combination bid on this project and F.A.P. 19 (3) and FAS 40-A (1) was low.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

June 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accordance with the request contained in your letter of June 7, 1939, we are sending, under separate cover, five blueprint copies of the typical section plan sheet, which section has been revised to show the shoulder slopes and dimensions of the existing side ditches for Project No. FAS 45-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 9 - 1939
[illegible] COMMISSION

June 7, 1939

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Secondary Project No. FAS 45-A (1), the Wheatland Junction-Salem Section of the River Road North, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending approval of the project statement and certification that the right-of-way is available.

Please submit a revised section sheet showing shoulder slopes and the slopes and dimensions of the existing side ditches.

Our recommendation for approval is subject to corrected box culvert plans being submitted.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

June 3, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Wheatland Junction-Salem Section, Project No. FAS 45-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 45-A (1)

WHEATLAND JUNCTION-SALEM SECTION OF THE RIVER ROAD NORTH IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 7, 1939

All Required		Clearing and Grubbing		$ 2,000.00
750	cu. yds.	Trench Excavation	$ 1.00	750.00
1,300	cu. yds.	Excavation South of Station 146	0.40	520.00
34,000	cu. yds.	Excavation North of Station 146	0.20	6,800.00
3,600	yd. mi.	Truck Haul	0.15	540.00
1.22	miles	Finishing Roadbed and Slopes	200.00	244.00
2,000	sq. yds.	Removal of Old Pavement	0.20	400.00
4,500	sq. yds.	Breaking Old Pavement	0.10	450.00
210	lin. ft.	12" Corrugated Iron Pipe	1.00	210.00
50	lin. ft.	12" Concrete Pipe	1.00	50.00
230	lin. ft.	18" Concrete Pipe	2.00	460.00
80	lin. ft.	36" Concrete Pipe	5.50	440.00
1	only	Concrete Catch Basins	20.00	20.00
176	cu. yds.	Class "D" Concrete	24.00	4,224.00
19,000	lbs.	Metal Reinforcement	0.06	1,140.00
9,000	cu. yds.	4" - 0" Material in Base	0.60	5,400.00
3,300	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.75	5,775.00
500	cu. yds.	Filler	0.40	200.00
500	yd. mi.	Hauling Filler	0.15	75.00
250	M-Gals.	Sprinkling	1.50	375.00
5,000	tons	Class "A" Asphaltic Concrete	4.50	22,500.00
1,600	tons	" "B" " "	4.50	7,200.00
2,400	tons	Cutback Asphalt Wearing Surface	4.50	10,800.00
120	cu. yds.	1" - 0" Screenings in Footpath	2.00	240.00
		Subtotal		$70,413.00
		10% Engr. & Cont.		7,041.30
		Total		$77,454.30

Length	3.985 miles
Cost per Mile	$19,436.46

FAS Funds Requested- -	$46,480.00
State Funds- -	30,974.30
	$77,454.30

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 45-A(1)

WHEATLAND JUNCTION-SALEM SECTION

OF THE RIVER ROAD NORTH IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 3, 1939

All Required		Clearing and Grubbing	$ - -	$ 2,000.00
350	cu. yds.	Trench Excavation	1.00	350.00
1,300	cu. yds.	Excavation South of Sta. 146	.40	520.00
34,000	cu. yds.	Excavation North of Sta. 146	.20	6,800.00
3,600	yd. mi.	Truck Haul	.15	540.00
1.22	miles	Finishing Roadbed and Slopes	200.00	244.00
2,000	sq. yds.	Removal of Old Pavement	.20	400.00
4,500	sq. yds.	Breaking Old Pavement	.10	450.00
210	lin. ft.	12" Corr. Iron Pipe	1.00	210.00
50	lin. ft.	12" Concrete Pipe	1.00	50.00
230	lin. ft.	18" Concrete Pipe	2.00	460.00
80	lin. ft.	36" Concrete Pipe	5.50	440.00
1	only	Concrete Catch Basin	20.00	20.00
176	cu. yds.	Class "D" Concrete	24.00	4,224.00
19,000	lbs.	Metal Reinforcement	.06	1,140.00
9,000	cu. yds.	4" - 0" Material in Base	.60	5,400.00
3,300	cu. yds.	3/4" - 0" Material in Leveling Course and Shoulders	1.75	5,775.00
500	cu. yds.	Filler	.40	200.00
500	yd. mi.	Hauling Filler	.15	75.00
250	M-gal.	Sprinkling	1.50	375.00
5,000	tons	Class "A" Asphaltic Concrete	4.50	22,500.00
1,600	tons	Class "B" Asphaltic Concrete	4.50	7,200.00
2,400	tons	Class "C" Asphaltic Concrete	4.50	10,800.00
			Subtotal	$ 70,173.00
			10% Engr. & Cont.	7,017.30
			Total	$ 77,190.30

Length	3.985 miles
Cost per mile	$ 19,370.21

FAS Funds Requested- -	$ 46,320.00
State Funds- -	30,870.30
	$ 77,190.30

WHEATLAND JUNCTION-SALEM SECTION

PROJECT NO. FAS 45-A (1)

While negotiations for right of way are in progress on this project, some 12 parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 16 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 3, 1939

RECEIVED
JUL 13 1939
FOR FILING

45-11-1

July 13, 1939

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2199 which was awarded to you on June 22, 1939, for grading and paving the Wheatland Junction-Salem Section of the North River Road, in Marion County. This is for your records and files.

Very truly yours,

MC:AM

Secretary

RECEIVED
JUL 13 1939
FOR FILING
FR 45-A-1

July 12, 1939

Mr. W. H. Lynch, District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

This is to confirm the telephone conversation and understanding of yesterday concerning the substitution of a 72-inch pipe for a 36-inch pipe on the Wheatland Junction-Salem Section of the Marion County River Road.

This substitution is being made for the reason that there is considerable stock passing across the highway at this point and the larger pipe will serve both as a waterway and a stock pass. It is highly desirable to eliminate this hazard to the traveling public, and we request your approval of the price agreement which will cover this change.

Very truly yours,

State Highway Engineer.

FORM 5-A-1 5M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 5 1939
FOR FILING

Fas 45-a-1

July 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of maintenance and right of way agreement and three copies of encroachment resolution relative to encroachments and traffic for Project FAS 45-A (1), beginning at the north city limits of Salem and extending northerly 3.99 miles; also, three copies of maintenance and right of way agreement and three copies of resolution relative to encroachments and traffic for Project FAS 40-A (1), from a point on the Pacific Highway at the north city limits of Salem towards Silverton on the Salem-Silverton County Road.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Ion

RECEIVED
JUN 30 1939
FOR FILING

[illegible]
45-12-1

June 30, 1939

WARREN NORTHWEST, INC.
Box 5072
Portland, Oregon

Attention Mr. J. R. Wininger, President

Gentlemen:

We are returning to you by express copies of the contract which was awarded to you on June 22 for the construction of the Wheatland Junction-Salem and Salem-Middle Grove Sections, in Marion County.

You will please note that in executing these contracts the Secretary of your corporation failed to sign the agreement and bond. Please have all the copies properly executed and return them to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

2199

RECEIVED
JUN 27 1939
FOR FILING

72215-A-1

June 26, 1939

WARREN NORTHWEST, INC.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of each of the following contracts which were awarded to you on June 22, 1939, by the State Highway Commission:

> Grading and paving the WheatlandJunction-Salem Section of the North River Road, in Marion County, Contract No. 2199.

> Grading and paving the Salem-Middle Grove Section of the Pacific Highway East and Silverton County Road, in Marion County, Contract No. 2198.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for execution by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the paragraph under Section 5, page 14, of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUN 24 1939

Fil 459-1

June 23, 1939

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 22, 1939, awarded you the contract for 0.3 mile grading and paving and 2.5 miles pavement widening and resurfacing on the Salem-Middle Grove Section of the Pacific Highway East and Silverton County Road, in Marion County; and for 1.2 miles grading and paving, and 2.8 miles pavement widening and resurfacing on the Wheatland Junction-Salem Section of the North River Road, also in Marion County. This award was based on your low combination bid of $98,546.90 for both of these jobs, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

HC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT # [redacted] 2200

FAS 8-B-1 Hillsboro Airport-Ray's Ranch
2200 Hillsboro-Cornelius Pass Co.Rd.
1939

R. H. Baldock

1.25 K-1-1

January 24th, 1940

FINAL COST ANALYSIS
Surfacing & Oiling

Hillsboro Airport-Rays Ranch
Contract No. 2200
McNutt Brothers, Contractors

Hillsboro-Cornelius Pass Co. Road
Prefix 234-1020
H. C. Broadwell, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$343.02	All				$200.00
Excavation, Single Class	1,389.70	2,949.8	cu. yd.	0.47	0.50	1,474.90
Overhaul	13.86	693	yd. sta.	0.02	0.02	13.86
Truck Haul	69.28	433	yd. mi.	0.16	0.10	43.30
Finish Roadbed & Slopes	377.46	1.0	Mile	377.46	300.00	300.00
Rounding Cutbanks	70.00	700	lin. ft.	0.10	0.10	70.00
12" Corr. Iron Pipe	156.76	140	" "	1.12	1.50	210.00
3" - 1½" Rock in Base	6,239.74	3,532	cu. yd.	1.77	2.25	7,947.00
3/4" - 0 " " "	3,701.97	2,095.5	" "	1.77	2.25	4,714.88
Sprinkling	335.30	294.62	M-Gal.	1.14	1.00	294.62
Preparation of Base	46.06	1.0	Mile	46.06	200.00	200.00
Min. Aggregate in Place	1,874.87	517	cu. yd.	3.63	3.00	1,551.00
Tar in Place	1,239.39	63.34	Tons	19.57	20.00	1,266.80
Cement Rubble Masonry P.A. #1	286.47	20.38	cu. yd.	14.06	16.00	326.08
	$16,143.88					$18,612.44

Gross Revenue	$18,612.44
Total Cost	16,143.88
Net Profit	$2,468.56

Net Profit Equals 13.3% of Gross Revenue

NOTED
State Highway Engineer

Hillsboro Airport-Rays Ranch

Detail of Cost

Labor:			
Supervision		$425.00	
Labor		2,150.82	
State Industrial Accident Insurance 4½%		110.31	
Social Security & Unemployment Insurance 4%		98.05	
			$2,784.18
Materials:			
Crushed Base Rock	5,627½ cu. yd. at $1.40 Del. on Job	$7,878.50	
Mineral Aggregate	517 " " at $1.85 Del. on Job	956.45	
12" Corr. Iron Pipe	140 lin. ft. at $0.80	112.00	
Gasco Tar	63.34 Tons at $11.00 at Gasco	696.74	
Materials for Masonry Headwall		53.84	
			9,697.53
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental		$1,560.00	
Hired Trucks		280.63	
Gas, Oil and Grease		315.48	
Misc. Supplies		155.27	
Bond		186.12	
Public Liability		27.84	
Office & Overhead 3% of Gross Revenue		558.37	
Move In Freight & Cartage		126.96	
Placing Tar (Curtner)		451.50	
			3,662.17
Total Cost			$16,143.88

Hillsboro Airport-Rays Ranch

REMARKS:

This contract, which required the surfacing and oiling of 1 mile of county road, was bid on June 22nd, 1939. The contractor started work on July 5th and completed September 6th.

The excavation work, which consisted of widening the existing roadbed from side borrow material, was accomplished with a large blade pulled by a 60 h.p. cat. A $\frac{1}{2}$-yard shovel and 2 light trucks were used for a few days on the excavation which required hauling. Due to the small quantity of the earthwork the costs were high.

The crushed base rock was produced at Saxton & Looney's RocKton plant which was situated 8.3 miles from the job. The contractor made a good profit on the rock as it was delivered on the job for $1.40. The mineral aggregate for the oil mat was produced at the Saxton & Looney's Gales Creek plant and it was delivered in stockpile on the job for $1.85.

The tar was placed by G. C. Curtner for $7.00 per ton which included the hauling from Gasco.

The contractor made a good profit on the job due to good supervision, low overhead and to the low cost of the base rock.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

FAS 8-B-1

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 8-B (1)
Hillsboro Airport-Ray's Ranch Sec.
Hillsboro-Cornelius Pass Road

December 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Highway Engineer

Encls.

Tron

Wayper-2917

Form P. R. 2

Federal Aid Secondary

State Oregon

Project No. FAS 8-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of November, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved by the Secretary on the 20th day of May, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (1) of said project which were recommended for approval by the United States District Engineer on the 6th day of June, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twelve thousand, seventy and 00/100 dollars ($12,070.00) as the share of the United States payable under said act on account of Section B (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 88+00 in the N.E. 1/4. Sec. 32, T. 1 N., R. 2 W., W.M., the east end of Section A (1) of said project, and survey station 139+80 in the N.E. 1/4. Sec. 33, T. 1 N., R. 2 W., W.M.

, length 1.000 miles, in Washington County, being Section B (1) of Oregon Federal Aid Secondary project No. FAS 2, consisting of 1.000 miles of roadway and no bridges, of more than 20 feet clear span.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (1) of said project shall not in any event exceed the sum of twelve thousand, seventy and 00/100 dollars ($12,070.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty thousand, one hundred nine and 10/100 dollars ($20,109.10), the approved total estimated cost of Section B (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 21, laws 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of NOV 24 1939, 19......

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By Herman W. Oliver
Member, State Highway Commission
(Title of officer)

By ....
(Title of officer)

By ....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
[illegible]

By W. J. O'Leary
[illegible]
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—561

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No FAS 8-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 20,109.10 as the total estimated cost of said project, and the sum of $ 12,070.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and NOV 24 1939

FEDERAL WORKS ADMINISTRATOR

By H. J. O'Leary
~~Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the [illegible]

FAS 8-B-1

November 3, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2200, for the construction of the Hillsboro-Airport-Ray's Ranch Section of the Hillsboro-Cornelius Pass County Road in Washington County, has been completed by the contractors, McNutt Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 15, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $18,612.44, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO

FILE No.

October 2, 1939

Oregon FAS 8-B (1),
Hillsboro Airport- Rays Ranch Sec.,
Hillsboro-Cornelius Pass Road.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

7A28-B-1

October 3, 1930

McNutt Brothers,
Eugene, Oregon.

Dear Sirs:

Reference is made to your letter of September 25th concerning payment of your estimate No. 1, Hillsboro-Airport-Ray's Ranch Section in Washington County.

You are advised that according to our records the warrant covering this payment was mailed to you on September 27th. If you have not received it please advise.

Very truly yours,

Secretary.

Dict. by J. McFarland.

7a28-B-1

October 3, 1930

McNutt Brothers,
Eugene, Oregon.

Dear Sirs:

Reference is made to your letter of September 25th concerning payment of your estimate No. 1, Hillsboro-Airport-Ray's Ranch Section in Washington County.

You are advised that according to our records the warrant covering this payment was mailed to you on September 27th. If you have not received it please advise.

Very truly yours,

Secretary.

Dict. by J. McFarland.

EARL L. McNUTT
RES. PHONE 313

JACK McNUTT
RES. PHONE 2023-M

McNUTT BROS.
GENERAL CONTRACTORS
TELEPHONE 221
EUGENE, OREGON

RECEIVED
SEP 26 1939
STATE HIGHWAY COMMISSION

September 25, 1939

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Estimate # 1 on the Hillsboro-Airport-Ray's Ranbh, Oregon State Highway Contract #2200 has been signed for some time and am wondering if check in payment of same has been lost in the mails.

We will appreciate hearing from you at your earliest convenience.

Yours truly,
McNutt Brothers
Thelma Schaefer
Secretary.

$ Sept. 27th -

REFERRED TO
SECRETARY

where is it?

HHS

7118 8 B-1

October 2, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers on Contract No. 2200, Hillsboro-Airport -Ray's Ranch Section of the Hillsboro-Cornelius Pass County Road in Washington County. This payment will be made on or after October 12, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 330—5M—7-38

FAS 8-B-1

✓

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 23, 1939

Section Hillsboro Airport-Ray's Ranch

Kind of work Grading, Surfacing & Oiling

Highway Hillsboro-Cornelius Pass

Section prefix 234-1020

Contractor McNutt Bros.

Contract number 2200

Date of contract June 22, 1939

Date of completion September 30, 1939

Date work started July 5, 1939

XXXXXX *date of completion* September 6, 1939

Amount of contract $18,281.00

Per cent of time elapsed 79 %

Estimated cost of completed project, exclusive of engineering $18,621.44

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1,140.88, 104 %

Date project was completed September 6, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished the Semi-Final Estimate and sent it to Salem Sept. 20th.

NOTED
H.N. HACKETT

H. G. SMITH

RECEIVED
SEP 25 1939
CONST[illegible]

NOTED
RAY WEBBER

Signed H C Broadwell

Address 9200 SE. McLoughlin Blv'd, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.0	1.0		1.0	
Miles partially completed					
Miles completed	1.0	1.0		1.0	
Total estimated quantities	3,300 cy	6,100 cy		64 tons	
Estimated quantities moved or placed to date	2,949.8 Cy	6,144.5 cy		63.34 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 3 1939
FOR FILING

FAS 8-B-1

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Hillsboro-Airport Road Section, Project No. FAS 8-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 8-B (1)

HILLSBORO AIRPORT-BAYS RANCH SECTION

OF THE HILLSBORO-CORNELIUS PASS ROAD IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 15, 1939

All Required		Clearing and Grubbing	$ - -	$ 200.00
3,300	cu. yds.	Excavation, Single Classif.	.50	1,650.00
1,300	yd. sta.	Overhaul	.02	26.00
150	yd. mi.	Truck Haul	.10	15.00
1.00	mile	Finishing Roadbed and Slopes	300.00	300.00
750	lin. ft.	Rounding Cutbanks	.10	75.00
90	lin. ft.	12" Corr. Iron Pipe	1.50	135.00
3,500	cu. yds.	3" - 1½" Rock in Base	2.25	7,875.00
2,100	cu. yds.	3/4" - 0" Rock in Base	2.25	4,725.00
300	M-gal.	Sprinkling	1.00	300.00
1.00	mile	Preparation of Base	200.00	200.00
500	cu. yds.	Mineral Aggregate in Place	3.00	1,500.00
64	tons	Tar in Place	20.00	1,280.00
			Subtotal	$ 18,281.00
			10% Engr. & Cont.	1,828.10
			Total	$ 20,109.10

Length	1.00 mile
Cost per mile	$ 20,109.10

FAS Funds Requested- -	$ 12,070.00
State Funds- -	8,039.10
	$ 20,109.10

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920

RECEIVED
JUL 13 1939

July 13, 1939

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2200 which was awarded to you on June 22, 1939, for grading, surfacing and oiling the Hillsboro Airport-Ray's Ranch Section of the Hillsboro-Cornelius Pass County Road, in Washington County. This is for your records and files.

Very truly yours,

MC:AM

Secretary

FORM 8-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 5 1939
FOR FILING

FAS 8-B-1

July 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of an agreement relative to maintenance and right of way, and three copies of resolution relative to encroachments and traffic, executed by the proper authorities, for Project FAS 8-B (1), a section of the Hillsboro-Cornelius Pass Road in Washington County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

1128-B-1

June 24, 1939

McNUTT BROS.
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2200 which was awarded to you by the State Highway Commission on June 22, 1939, covering the grading, surfacing, and oiling of the Hillsboro Airport-Ray's Ranch Section of the Hillsboro-Cornelius Pass County Road, in Washington County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS (p. 14) relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts duehospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

7a8 8-B-1

June 23, 1939

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 22, 1939, awarded you the contract for 1.0 mile grading, surfacing and oiling on the Hillsboro Airport-Ray's Ranch Section of the Hillsboro-Cornelius Pass County Road, in Washington County. This award was based on your low bid of $18,281, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

MC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 24 1939
[illegible]
STATE HIGHWAY COMMISSION

June 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 8-B (1), the Hillsboro Airport-Ray's Ranch section of the Hillsboro-Cornelius Pass County Road, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

8-B-1

RECEIVED
JUN 7 - 1939
STATE HIGHWAY COMMISSION

June 6, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Secondary Project No. FAS 8-B (1), the Hillsboro Airport-Ray's Ranch Section of the Hillsboro-Cornelius Pass Road have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH,
District Engineer

By F. E. Andrews
F. E. Andrews,
Senior Highway Engineer

May 27, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and five copies of right of way statement for the Hillsboro Airport-Ray's Ranch Section, Project No. FAS 8-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 8-B(1)

HILLSBORO AIRPORT-RAY'S RANCH SECTION

OF THE HILLSBORO-CORNELIUS PASS ROAD IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 27, 1939

All Required		Clearing and Grubbing		$ 300.00
3,300	cu. yds.	Excavation, Single Classif.	$ .30	990.00
1,300	yd. sta.	Overhaul	.02	26.00
150	yd. mile	Truck Haul	.15	22.50
1.00	mile	Finishing Roadbed and Slopes	350.00	350.00
750	lin. ft.	Rounding Cutbanks	.10	75.00
90	lin. ft.	12" Corr. Iron Pipe	1.25	112.50
3,500	cu. yds.	3" - 1½" Rock in Base	2.15	7,525.00
2,100	cu. yds.	3/4" - 0" Rock in Base	2.15	4,515.00
300	M-gal.	Sprinkling	1.50	450.00
1.00	mile	Preparation of Base	100.00	100.00
500	cu. yds.	Mineral Aggregate in Place	3.50	1,750.00
54	tons	SC-6 Road Oil in Place	24.00	(Alternate)
64	tons	Tar in Place	20.00	1,280.00
			Subtotal	$ 17,496.00
			10% Engr. & Cont.	1,749.60
			Total	$ 19,245.60

Length 1.00 mile
Cost per mile $ 19,245.60

FAS Funds Requested- -	$ 11,550.00
State Funds- -	7,695.60
	$ 19,245.60

HILLSBORO AIRPORT-RAY'S RANCH SECTION

PROJECT NO. FAS 8-B (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 27, 1939

FORM 5-6-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED

FOR FILING

7a8 8-B-1

February 2, 1939

NOTED
Ass't State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith Special Provisions and Engineer's Estimate for the Hillsboro Airport-Ray's Ranch Section of the Hillsboro-Cornelius Pass County Road. $20,000 is set up in the budget for this project.

Under separate cover we are sending you a hard copy map, Scale 100'; profile on cloth; roll of platted cross-sections; roll of mass diagram; earthwork computation sheets; computation of surfacing and oiling materials.

This will be simply an extension of the 1.17 miles section constructed last year. The Court has objected to our lack of shoulders, so we are doing a grading and shoulder job this year on the surfacing.

With regard to right of way, there is a 60 ft. right of way throughout this job; on two sections the fences project out into this, but the County Court has agreed to move back the fences in advance of construction.

With regard to traffic, it can be handled in the same manner as last year. With regard to sources of rock, Washington County has Jackson Quarry about 10 miles north and a year ago offered to sell rock in the bunkers for 90¢. Saxton and Looney operated a quarry at Rockton last year.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough ✓
Encl.

CONTRACT # [redacted] 2201

FA 301-B-1 Sandy Blvd. Sec., (44th to 1939
2201 74th Ave. Unit), Columbia
River Hwy.

RECEIVED
JUN 18 1940
FOR FILING
301-B-1

June 17, 1940

Mr. William A. Bowes
Commissioner of Public Works
City of Portland
Portland, Oregon

Attention: F. T. Fowler

Dear Sir:

Complying with your request of June 14, we are mailing to you, under separate cover, a blueprint copy of the final construction map and profile of the Sandy Boulevard Project from Northeast 44th Avenue to Northeast 74th Avenue, and also a blueprint copy of Sheet No. 2-C of the federal aid plans on this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

FOR FILING
RECEIVED
JUN 18 1940

WM. A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

1851

CITY OF PORTLAND
OREGON

A. D. VANCE
CHIEF OF OPERATIONS
BEN S. MORROW
CITY ENGINEER

RECEIVED
JUN 17 1940
STATE HIGHWAY COMMISSION

June 14, 1940

Oregon State Highway Commission
Salem
Oregon

Att: Mr. Baldock

Gentlemen:

Will you please send us the final map and profile of the Sandy Boulevard Project from NE 44th Avenue to NE 74th Avenue, and sheet No. 2-C of Project No. FAP-301-B-(1)?

2201

Yours very truly,

Wm. A. Bowes
Commissioner of Public Works

By
F. T. Fowler
F. T. Fowler
Traffic Engineer

FTF:b

301-B-1

Fidelity & deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2201, for construction of the Sandy Boulevard 44th to 74th Street section of the Columbia River Highway in Multnomah County has been Completed by the contractors, Edlefsen-Weygandt Co., and that final settlement will be made by the State with said contractors on or after June, 14, 1940, for work done under said contract.

A claim in the amount of $19.10 has been filed against this contractor by John L. Butler. You are advised that the State assumes no responsibility for this claim .

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $110,138.26, including final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

Dict. by DeSart

REFERRED TO
R. H. Baldock
By Asst. State Highway Engineer

ember 15th, 1939

FINAL COST ANALYSIS
44th to 74th Ave.

Sandy Boulevard
Contract No. 2201
301-B-1

Columbia River Highway
Prefix 26-1141

Edlefsen-Weygandt, contractors
F. T. Young, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$217.80	100%			$400.00
Excavation, Single Class	2,238.70	3,018.5 cu. yd.	0.74	1.00	3,018.50
Pavement Removal	7,057.65	13,960.4 " "	0.51	0.45	6,282.18
Chiseling Base Concrete	3,111.65	10,675.4 sq. yd.	0.29	0.45	4,803.93
Cutting Conc. Walks & Aprons	542.00	5,781.3 lin. ft.	0.094	0.25	1,445.33
Removal of Concrete Walks and Aprons	2,440.21	5,776.8 sq. yd.	0.42	0.45	2,599.56
Removal of Curbs	1,428.87	15,002.5 lin. ft.	0.095	0.10	1,500.25
Adjusting Manholes	122.11	18 only	6.78	10.00	180.00
Catch Basin Replacement	887.84	40 "	22.20	24.50	980.00
Concrete Curb	5,343.91	288.09 cu. yd.	18.55	19.00	5,473.71
Concrete Sidewalks	1,366.39	1,046.44 sq. yd.	1.31	1.80	1,883.59
Concrete Driveway Aprons	2,676.17	1,554.40 " "	1.72	1.80	2,797.92
Conc. in Floating Islands	421.62	16.64 cu. yd.	25.33	20.00	332.80
Buffer Pedestials	599.15	4 only	149.78	285.00	1,140.00
Conc. Signal & Light Pedestials	87.18	8 "	10.90	25.00	200.00
Conc. Traffic Signal Bases	151.38	5.17 cu. yd.	29.28	35.00	180.95
Const. Recesses for Lights	64.00	All			200.00
3/4" Electric Conduit	405.58	935.6 lin. ft.	0.43	0.35	327.46
1½" " "	1,105.46	1,939.2 " "	0.57	0.55	1,066.56
Mesh Reinforcement	31.92	266 lb.	0.12	0.12	31.92
Port. Cem. Conc. Pave.	14,238.27	8,986.41 sq. yd.	1.58	1.80	16,175.54
" " " Base	18,792.64	2,361.72 cu. yd.	7.96	8.70	20,546.96
½" Expansion Joints	334.22	2,891.5 lin. ft.	0.11	0.14	404.81
Contraction Joints	89.40	2,980.1 " "	0.03	0.03	89.40

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Dowels	$360.31	2,172 each	0.16	0.15	$325.80
* Class B asph. conc.	25,212.77	6,179.6 Tons	4.08	4.00	24,718.40
* Cutback Asph. Wearing Surf.	14,190.53	3,478.07 "	4.08	4.00	13,912.28
Reconst. Metal Junction Boxes P.A. #1	26.94	All			26.94
Bonus for Early Completion		7 Days		25.00	175.00
Cement Adjustment	――――――	- 496.75 bbls.		2.20	- 1,092.85
	$103,554.97				$110,126.89

* Subbed to Cascade Construction Co. at $4.00 per Ton

Gross Revenue	$110,126.89
Total Cost	103,554.97
Net Profit	$6,571.92

Net Profit Equals 6.0% of Gross Revenue

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Dowels	$360.[illegible]1	2,172 each	0.16	0.15	$325.80
* Class B asph. conc.	25,212.77	6,179.6 Tons	4.08	4.00	24,718.40
* Cutback Asph. Wearing Surf.	14,190.53	3,478.07 "	4.08	4.00	13,912.28
Reconst. Metal Junction Boxes P.A. #1	26.94	All			26.94
Bonus for Early Completion		7 Days		25.00	175.00
Cement Adjustment		- 496.75 bbls.		2.20	- 1,092.85
	$103,554.97				$110,126.89

* Subbed to Cascade Construction Co. at $4.00 per Ton

Gross Revenue	$110,126.89
Total Cost	103,554.97
Net Profit	$6,571.92

Net Profit Equals 6.0% of Gross Revenue

Sandy Blvd. - 44th-47th Ave.

Detail of Cost

Labor:

Supervision		$967.33	
Labor		20,178.00	
State Industrial Accident Insurance	6%	1,268.72	
Social Security & Unemployment Insurance	4%	845.81	$23,259.86

Materials:

Ready Mix Concrete	4,701.38 cu. yd.	at	$5.77	$27,115.43	
Dowels	2,172 each	"	0.114	247.61	
Sleeves	2,172 "	"	0.02	43.44	
Mesh Reinforcing Steel	266 lb.	"	0.074	19.68	
Inlet Grates and Frames	23	"	8.43	194.00	
1/2" x 6" Expansion Joint	2,891.5 feet	"	0.07	202.41	
1/4" x 2" Contraction Joint	2,980.1 feet	"	0.0185	55.13	
3/4" Electrical Conduit	935.6 l.f.	"	0.096	89.82	
1½" " "	1,939.2 "	"	0.223	432.44	28,399.96

Equipment Rental & Misc. Supplies:

Owned Equipment Rental (Includes Repairs)		$3,006.00	
Hired " "		1,668.07	
Repairs on Rented Equipment		269.60	
Gas, Oil and Grease		908.99	
Drill Steel (Sharpening and new bits)		678.05	
Forms		703.11	
Mat Rentals and Burlap		219.47	
Water		279.16	
Misc. Supplies and Small Tools		2,353.21	
Bond		715.53	
Public Liability & Property Damage		232.60	
Home Office & General Overhead	2% of Revenue	2,203.68	13,264.47

Work Done by Cascade Construction Co.:

Class "B" Asphaltic Concrete	6,179.6 Tons	at	$4.00	$24,718.40	
Cutback Asphalt Wearing Surface	3,478.07 "	"	4.00	13,912.28	38,630.68
					$103,554.97

Contract No. 2201

Sandy Boulevard

REMARKS:

This contract, requiring the widening and resurfacing of 1.725 miles, was bid on June 22nd, 1939; work was started on June 28th, and the job was completed September 23rd.

The initial operations on this contract consisted of the cutting and removal of old curbs, sidewalks and driveway aprons. The contractor placed two compressors, equipped with two jackhammers each, on this work, and they were operated two 8-hour shifts per day. Each outfit averaged 1 block in 8 hours, or a total of 4 blocks on one side of the street per day.

Following directly behind the compressor crews a 3/4-yard shovel equipped with a dipper bucket loaded into 3 large trucks. The single class excavation, old curbs, sidewalks and aprons were removed simultaneously by the shovel. A crew of 4 laborers loading into a large truck assisted on the excavation work and general cleanup.

Paving of the widening strip and the pouring of the curbs and driveways followed. The fine grading was done by a crew of 6 hand laborers at a cost of $0.10 per sq. yd. The forms were placed at a cost of $6.46 per cu. yd. for curbs and $0.09 per sq. yd. for the paving. The contractor purchased the Ready Mix concrete, which was used for all the concrete work on the job, from the Wagner Construction Co. The aggregate was batched at the Ross Island Sand and Gravel Co. and hauled to a 2-yard Portable Ready Mix Plant which operated adjacent to the job. After mixing the concrete was hauled to the job in from 2 to 3 hopper trucks. The placing of concrete was accomplished at the rate of 3 blocks on one side of the street per day.

The brick pavement in the center of the street was first loosened by a compressor and jackhammers, and the loosened bricks were loaded by the 3/4-yard shovel into large trucks. Following this operation the concrete base was removed from the tops of the ties after being chiseled loose, by jackhammers. The chips were hand-shoveled into the space between the tracks and then picked up with the shovel. A hand labor crew also assisted in loading the paving materials. The removal of the pavement was slow and expensive as an average of only 61 sq. yds. per hour was removed.

The center strip of concrete base pavement was poured following the removal of the old pavement. The contractor made a good profit on this item as there were no forms required and the finishing work was not expensive. An average of 13.0 cu. yds. per hour was poured by a crew of 7 men.

The other miscellaneous items of the contract show a profit with the exception of the electrical conduits and safety islands.

The asphaltic concrete was furnished and placed by the Cascade Construction Co. at a price of $4.00 per ton. A Barber-Greene finishing machine was used for leveling the pavement and effected a decided saving in the cost of forms.

Remarks - Continued.

The contractor made a profit on the contract although the rapid rate of construction required on the work increased costs.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
DEC 23 1939
FOR FILING

301-13-1

December 22, 1939

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Weygandt Company on Contract No. 2201, Sandy Boulevard (44th to 74th Street) Section of the Columbia River Highway in Multnomah County. This payment will be made on or after January 22, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

301-B

COPY

December 19, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of December 4, 1939, concerning the street car track areas within the limits of Federal Aid Projects 301-A, 301-B and the portion of Sandy Boulevard between the end of 301-B and the east city limits.

The following figures are reasonably accurate and may be used for computing the proportionate share of the $25,000.00 contributed by the traction company for paving the track areas on each of the three sections:

Section	Track Area Sq.Yds.	Percentages	Proportionate Share of $25,000.00 Contribution
Proj. No. FA 301-A	17,015	55.25%	$13,812.50
Proj. No. FA 301-B	11,636	37.78%	9,445.00
74th St. to City Limits	2,147	6.97%	1,742.50
	30.798	100.00%	$25,000.00

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

301-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

RECEIVED
DEC 2 - 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.________

November 30, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 301-B (1), Sandy Boulevard (44th Ave. to 74th Ave.) Section, Portland, of the Columbia River Highway in Multnomah County, was made by a representative of this office on November 29, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield,
Senior Highway Engineer.

Tron

#2201

1361-B-1

November 25, 1939

Mr. Clarence D. Porter, Manager,
Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

Dear Sir:

In reply to your letter of November 20th you are advised that the Edlefsen-Weygandt Company, Contract No. 2201, Sandy-Blvd.-44th to 74th Avenue Section in Multnomah County, was completed September 23, 1939, and was accepted September 28, 1939.

The total amount paid the contractors to date is $106,873.24, and the retained percentage is $3,505.51. Final payment will probably be made within the next 30 days.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#2201
Mult. Co

FIDELITY AND DEPOSIT COMPANY
OF MARYLAND

HOME OFFICE - BALTIMORE

FIDELITY AND SURETY BONDS

BURGLARY AND GLASS INSURANCE

R. E. PINNEY
RESIDENT VICE-PRESIDENT
CLARENCE D. PORTER
MANAGER

FAILING BUILDING
PORTLAND

TELEPHONE
ATWATER 6441

NOV 21 1939

November 20, 1939

State Highway Commission
Salem
Oregon

Gentlemen:

Re: Our Bond No. 4328365A - Edlefsen Weygandt Co
Paving Sandy Blvd Section Pacific Highway
Oregon (44th to 74th Ave.)

Will you kindly advise us if the final payment has been made to the contractor and if so, the amount paid.

Very truly yours,

Clarence D. Porter

Clarence D. Porter
Manager

JW

Sept. 23
E. $110,183.75
R- 3,305.51
Pd-$106,878.24

#2201
Mult Co

FA 301-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 301-B (1)
Sandy Boulevard,
in Portland

November 17, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Way pr-2656

Form P. R. 2

State Oregon

Federal Aid Project No. 301-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of October, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of June, 1938, a project statement, which was approved by the Secretary on the 14th day of July, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (1) of said project which were recommended for approval by the United States District Engineer on the 7th day of June, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of seventy-four thousand, five hundred fifty and 00/100 dollars ($74,550.00) as the share of the United States payable under said act on account of Section B (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 96+21 at N.E. 44th Ave., the east end of Section A (1) of said project, and survey station 187+30 at N.E. 74th Ave., all on N.E. Sandy Boulevard, in Portland

, length 1.725 miles, in Multnomah County, being Section B (1) of Oregon Federal Aid project No. 302, consisting of 1.725 miles of roadway and no bridges, [illegible] of more than 20 feet clear span. [illegible]

8—5518

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SEP 20 1939
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (1) of said project shall not in any event exceed the sum of seventy-four thousand, five hundred fifty and 00/100 dollars ($74,550.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-four thousand, two hundred forty seven and 53/100 dollars ($124,247.53), the approved total estimated cost of Section B (1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of NOV 1 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~XXXXXXXXXXXXXXXXXXXXXXXXX,~~

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 301-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 124,247.53 as the total estimated cost of said project, and the sum of $ 74,550.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of NOV 1 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR

By H.J. O'Leary

Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 3—4690

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear, they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization, under the [illegible]

FORM 5-K-1 2M 4-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

F-21-B-1

November 18, 1933

Mr. C. R. Ballard, Claim Agent
Oregon Service Office
601 Board of Trade Building
Portland, Oregon

Dear Sir:

Your letter dated November sixth, addressed to the Oregon State Highway Commission, relative to the claim of John Lowell Butler against the Edlefsen-Weygandt Company for damages sustained on Sandy Boulevard, which accident, it is claimed, was due to the negligence of the contractor, has been handed to me for my attention.

The highway engineering staff has made an examination of this claim and is of the opinion that the contractor is responsible and that either the contractor or its surety should meet the claim. If this claim is not taken care of now it will necessarily come up again for consideration by the Commission at the time the final estimate is made for final payment on the job.

Yours very truly,

J. M. DEVERS

NOTED
to Highway Engineer

JMD:AW
cc Edlefsen-Weygandt Company
Mr. R. H. Baldock ✓

REFERRED TO
By Asst. State Highway Engineer

301-B-1

November 8, 1939

R. H. Baldock

J. M. DEVERS

Claim of John L. Butler against Edlefsen-Weygandt Co.

Herewith correspondence which is self-explanatory.

When we referred to the general file, we found that the Resident Engineer stated that Mr. Weygandt, in his presence, remarked that the only ditch that was there was the one that the contractors had made.

I feel that this is simply an attempt on the part of the insurance company to evade payment because of the expense Mr. Butler will be required to make in prosecuting his claim.

If there is any legal way that we can make these people pay a just claim, I believe that we should do so. The Commission endeavors to protect the public through this type of insurance and the insurance companies collect premium after premium. Our men are zealous in their endeavor to have the contractor use every safeguard to protect the public, and as a result very few accidents happen. It is my belief that the insurance companies have made an immense profit out of the business, but they still, on one pretext or another, refuse to pay these small claims.

Please advise if there is any way that we can force the contractor to pay if his insurance company will not.

RHB:HI

(Sandy Blvd)

RECEIVED
[illegible] 1939

#2201

301-B-1

October 30, 1939

Edlefsen-Weygandt Co.,
Box 5626
Portland, Oregon

Gentlemen:

Mr. John Lowell Butler of Fairview, Oregon, has filed with me his claim in the amount of $19.10 which, he alleges, is the cost incurred by him in the repair of his automobile which was damaged when he drove across an open and unprotected ditch on Sandy Boulevard between East 67th Street and East 72nd Street on July 28, 1939.

This matter has been investigated and the following is quoted from a memo from Resident Engineer F. T. Young relative thereto:

> "Mr. Weygandt stated to me yesterday that his ditches for conduits were the only ones on the north side of Sandy between 67th and 72nd and if such an accident did occur to Mr. Butler's car, as he claims, the ditches were probably responsible. He suggested that Butler take his claim to "small claim court", if the insurance company would not settle with him."

You are familiar with the details of the accident. It appears from Mr. Young's report that the ditch referred to by Mr. Butler was one opened by you in connection with your Sandy Boulevard contract, hence is a just claim against you. In view thereof, I will expect you to reimburse Mr. Butler. Your immediate attention to this matter will be appreciated.

Yours very truly,

HBG:MC

State Highway Engineer

REFERRED TO
SECRETARY
vol. claim

Form E-30—Revised—HM—8-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1939

Subject: Claim of John Lowell Butler re damage to his car

To: Mr. H. B. Glaisyer,

Office.

Dear Sir:

I am returning the correspondence which you recently sent to me and which consists of the following papers: Letter dated September 18, 1939, over the signature of John Lowell Butler addressed to E. A. Collier; letter over signature of E. A. Collier under date of September 23rd addressed to John Lowell Butler; letter from John Lowell Butler dated October 19th to E. A. Collier; letter from E. A. Collier dated October 24th to John Lowell Butler. These are all copies of purported original letters and have to do with a claim which is made by Mr. Butler for damage to his car, which damage he says was occasioned by defect in a road under construction by the State Highway Commission. The construction work was being done pursuant to a highway contract between the Commission and Edlefsen-Weygandt Company.

I do not know of anything that this office can do in connection with this claim. If the contractor is at fault I believe that we should use our good offices to see that the contractor takes care of the claim. The fact that the claim is for only $19.10 makes litigation unwise and unprofitable and this fact may have had some influence with the contractor and the insurance company when they rejected the claim.

It seems to me that in the interests of the general public we should do whatever we legitimately can do to see that our contractors meet their just obligations to members of the general public. If there is any way that the Highway Department can determine whether or not the contractor is at fault I think we should do what we can along that line and then put the matter squarely up to the contractor.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Enc.

10-38

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of E. A. COLLIER, Division Engineer
9200 S. E. McLoughlin
PORTLAND, OREGON

October 24, 1939

Mr. John Lowell Butler
Box 54
Fairview, Oregon

Dear Sir:

Your letter of October 19th received concerning damage to your car on Sandy Boulevard. I am sending a copy of this letter and of your letter of September 18th to Mr. H. B. Claisyer, Secretary of the Highway Commission. I am returning herewith your copy of the Shipley repair bill. It occurs to me that when you stopped to tie up the torque tube you might have reported the accident to some of the contractor's men. If so, they would make first class witnesses to support your claim against the insurance company. They might also be able to identify the exact location of the ditch.

The Secretary will probably call the insurance company's attention to your claim, but cannot force payment, as neither he nor the Commission acts in a judicial capacity. In case of a disputed claim, it would be necessary for some court to settle the matter. Claims under twenty dollars, I understand, can be presented in an economical manner in the small claims court.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. B. Glaisyer
Encl.

REFERRED TO
Mr. Glaisyer
SECRETARY

Mr. H. B. Glaisyer:

The Shipley bill, dated 7/31/39, for repairs to Dodge with License No. 106040, is as follows:

1.	Make necessary repairs and install drive shaft and torque tube	$12.00
2.	Torque tube	4.00
3.	Drive shaft	1.50
4.	Gasket	.10
5.	Oil	1.50
		$19.10

E. A. C.

John Lowell Butler
Box 54
Fairview, Oregon.
October 19, 1939

Mr. F. A. Collier
Division Engineer
Oregon State Highway Comm.
9200 S. E. McLoughlin St.
Portland, Oregon

Dear Mr. Collier:

On September 18th I worte you some details of my accident with my automobile caused by an open unprotected ditch in N. E. Sandy Boulevard near N. E. 72nd St.

Following your instructions of Sept. 23rd I wrote again to Mr. C. R. Ballard, claims department of General America Companies, who held insurance for the Edlefsen-Weygandt Co., contractors who were improving N. E. Sandy Boulevard at the time of my accident. October 2nd I received the following reply from Mr. C. R. Ballard:

> "In reply to your letter of September 29, 1939, I can only restate that after a thorough investigation by Edlefsen-Weygandt Company and myself, it was definitely concluded that the damage to your car could not have been done by contact with any ditch which the Edlefsen-Weygandt Company were concerned with.
>
> "As you will remember I pointed out that the water company and the gas company both dug ditches at these points such as you described, and, of course, the Edlefsen-Weygandt Company would have no responsibility in this regard.
>
> "Our stand must reamin the same as a thorough investigation shows no liability on the part of the Edlefsen-Weygandt Co."

In my letter of September 18th you will find the particulars which describe my automobile accident. You asked that I send you a copy of the bill from the Shipley Garage, so I am inclosing my copy, No. 10810, dated 7/31/39. Please preserve and return this copy later. I have made two payments on this bill, leaving an unpaid balance. I would, therefore, prefer that payment of my claim for damage be made to me. This bill totals $21.10, but two dollars of this was for freeing the front right wheel spindle. I cannot say that this tight spindle was caused by my accident on July 28th. While my automobile was in the garage I ordered some other work done also; but because time was valuable and I had to have my car for my work, this other repair work was not done, as you can see no charge was entered against the orders. So, the total bill for the repairs of my accident as previously described is only nineteen dollars and ten cents ($19.10).

As you suggested, it may be necessary now to pass this information on to the Secretary of the Highway Commission. Thanking you for your help and an early settlement of this account, I remain.

Respectfully yours,
JOHN LOWELL BUTLER (Signed)
John Lowell Butler

JLB:B Incl.

COPY

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

Sept. 23, 1939

Mr. John Lowell Butler
Box 54
4th and Main Streets
Fairview, Oregon

Dear Sir:

Your letter of September 18th received concerning damages to your automobile in the amount of $19.10, which occurred on July 28, 1939. Sandy Boulevard was being widened and improved by Contractos Edlefsen-Weygandt, P. O. Box 5626, Portland, on the date you mention. This is a contract with the State Highway Department. Our contract provides, "The contractor shall provide flagmen, barricades, lights and direction signs wherever and whenever they may be needed to safeguard traffic or to protect the work or the workmen from injury." The pavement was cut at several places in the vicinity you mention by the contractor for the purpose of installing electric conduits.

The state required the contractor to give a bond in the sum of $112,952 to protect the state, among other things, against any direct or indirect damages that shall be suffered or claimed, or injuries to persons and property during the construction of said work. The contractor carries insurance ans while you mention in your letter that the insurance company has proved Edlefsen-Weygandt are not responsible, my suggestion is that you present your claim against the insurance company and the contractors. A claim of this size can be presented in the small claims court.

I did not receive a copy of the bill from the Shipley Garage and suggest that if you are unable to secure adjustment within the next few weeks that you send me a copy of the garage bill, together with a statement of the accident made by yourself, and the result of your talk with the insurance people and I will send it to the Secretary of the Highway Commission.

I am sorry you have had this trouble and we endeavored as far as possible to see that the contractor provided protection for the work on Sandy Boulevard.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP

COP

MEMO

Mr. Weygandt stated to me yesterday that his ditches for condutis were the only ones on the north side of Sandy between 67th and 72nd and if such an accident did occur to Mr. Butler's car, as he claims, the ditches were probably responsible. He suggested Butler take his claim to "small claim court", if the insurance company would not settle with him.

F. T. Young

9-22-39

COPY

John Lowell Butler
Box 54
Fairview, Oregon

Sept. 18, 1939

Mr. Collier, Dist. Mgr.
Oregon State Highway Dept.
9200 S. E. McLaughlin St.
Portland, Oregon

Dear Sir:

I am presenting herewith a bill for nineteen dollars and ten cents ($1910) for damages to my automobile on July 28, 1939, which resulted from an unavoidable impact with a newly made open and unprotected ditch in Sandy Boulevard near N. E. 72nd or 67th streets.

On the morning of Friday, July 28th, a ditch extended from the edge of the pavement on the north side to the center of Sandy Boulevard, having been only recently cut by men working with compressed air drills: and at the time that I was going to work, before eight o'clock in the morning traffic was as heavy as normal: and since there were no wooden horses or other devices to indicate or warn of this open ditch I did not see it until I was too close to stop or turn; so I did as the car ahead of me did, I drove onto and across this open ditch, which severely jolted my car and caused the torque tube to break completely off near the differential housing. I stopped and tied it so it would not rattle on the main drive shaft. When I took my Dodge coupe to the W. W. Shipley Garage at S. W. Alder and 16th Streets, they informed me that my drive shaft was also bent. They straightened this shaft and installed a good used torque tube, and in this way my car was resored to its former running condition without the cost being excessive. New parts would have made a big bill. I do not feel that I am to blame for this accident and expense, but that you or those responsible for that open ditch are to blame and should pay this repair bill.

Please may I have your check by return mail for the amount of nineteen dollars and ten cents ($19.10)? This bill is now due, and an early reply will be greatly appreciated.

Before closing this letter I might add that already I have presented my claims to others whom I thought were responsible for that open ditch, such as the City of Portland, the Edlefsen-Weygandt Co., and their insurance company. But each has proved that he is not responsible. Finally I have been referred to you by two people in the city hall. If you or your department are not directly responsible, please place my claim for damages in the hands of those who are at fault for leaving that ditch in the condition described above, and please inform me fully how to proceed further.

Thanking you for a prompt reply, and assuring you that I am otherwise very much pleased with your work on Sandy Boulevard, I remain

Respectfully yours,

JOHN LOWELL BUTLER (Signed)

John Lowell Butler
Box 54
4th & Main Streets
Fairview, Oregon

JLB:b

COP

RECEIVED
OCT 30 1939
FOR FILING

301-B-1

October 30, 1939

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edlefsen-Weygandt Company on Contract No. 2201, Sandy Boulevard Section of the Columbia River Highway in Multnomah County. This payment will be made on or after November 9, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1—5M—3-38

291-B-1

[illegible]GON STATE HIGHWAY COMMI[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 28, 1939, 193

Section Sandy Boulevard 44th to 74th Ave.

Kind of work Paving

Highway Columbia River

Section prefix 26-1141

Contractor Edlefsen - Weygandt

Contract number 2201

Date of contract June 26, 1939, 193

Date of completion September 30, 1939, 193

Date work started June 28, 1939, 193

Estimated date of completion September 23, 1939, 193

Amount of contract . . . . $ 112,962.30

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 112,623.85

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 6356.84, 94 %

Date project was completed September 23, 1939, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate completed and sent to the Division office on October 24th.

Signed F. T. Young

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

				Asph. Conc.	Conc.
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM Paving	PAVING
Miles in project	1.725			1.725	1.725
Miles partially completed	1.725			1.725	1.725
Miles completed	1.725			1.725	1.725
Total estimated quantities	3018			9558	8984
Estimated quantities moved or placed to date	3018			9558	8984
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

FORM 5-6-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
SEP 22 1939
STATE [illegible] COMMISSION

FA-301-15-1

Sept. 21, 1939

REFERRED TO
By Asst. State Highway Engineer

Edlefsen-Weygandt
P. O. Box 5626
Portland, Oregon

Gentlemen:

On the Sandy Boulevard job one section of the cutback wearing surface showed a deficiency of asphalt during construction. This is on the 11 ft. strip south of and next to the center of the street and extends from 49th St. westerly. Eight cut samples have been taken and analyzed in our Laboratory with the following results:

Cut Sample From:	Per Cent Asphalt	
Station 103	4.5	
106+50	4.6	Sta. 107
107+50	3.8	
108+62	3.4	Deficient Asphalt
109+28	3.5	
109+98	4.2	
110+25	3.2	Sta. 110+30
110+34	4.2	

Some checks showed in this section after rolling, but these have practically vanished. It was planned to remove this section and replace with new cutback wearing surface material. However, today on account of the possibility that this shortage of asphalt will cause no trouble, it has been decided to leave this section in place and to consider the job completed with the clean-up work, except that $500 will be retained by the state until May 1, 1940. If no spalling or other disentigration of this section occurs before that date, the state will pay this retained sum. However, should disentigration occur before that date, the contractor shall remove all, or such part, of this section as the engineer may order, and replace with new cutback asphalt wearing surface and he shall then be paid the retained $500.

This is in confirmation of my telephone conversation with Mr. Conway this morning.

NOTED
State Highway Engineer

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

CC R. H. Baldock
M. G. Smith
W. M. Finkbiner
Cascade Construction Co.

UNITED STATES DEPARTMENT OF AGRICULTURE
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
SEP 21 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 301-B (1)

September 20, 1939

Sandy Blvd. (44th Ave. to 74th Ave.) Section, Portland, of the Columbia River Highway in Multnomah County.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Senior Highway Engineer

Encls.

Form E-30—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

September 14, 1939

From: N. M. Finkbiner

To: R. H. Baldock

Subject: Sandy Boulevard project.

NOTED
State Highway Engineer

Mr. E. A. Collier has requested that I place before you a comparison of the cutback content in the 1938 Sandy Boulevard job with the RC-4 in the present job. There follows, therefore, a tabulation which is self explanatory:

	Plant Samples 1938	Plant Samples 1939	Cut Samples 1939
Percent RC-4 cutback asphalt	4.7	5.0	3.925

Number of samples used in 1938 average	25
Number of samples used in 1939 average	10
Number of samples used in 1939 cut sample average	8

The analyses of the cuts by station numbers follow:

Lab. No.	Station No.	Percent RC-4 remaining
124529	110+25	3.2
124528	106+50	4.6
124527	103+00	4.5
124799	109+98	4.2
124800	110+34	4.2
124801	109+28	3.5
124802	107+50	3.8
124803	108+62	3.4

F. T. Young informed me this morning that no cracks are visable now, and that all the cut samples appeared "alive" when taken from the pavement. I saw the place in question this morning and could not find any cracks.

Obviously the naptha in the RC-4 evaporates with age, so the percent cutback used at the plant could not be expected to check the amount found after its use in pavement.

N. M. Finkbiner

N. M. Finkbiner

NMF:H

c.c. H. G. Smith
E. A. Collier

RECEIVED
AUG 5 1939
FOR FILING

FA 301-B(1)

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Sandy Boulevard (44th Avenue to 74th Avenue) Section, Project No. FA 301-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GG

Encl.

Oregon State Highway Department — Federal Aid Project No. 301-B (1)

SANDY BLVD. (44TH AVE. TO 74TH AVE.) SECTION, PORTLAND
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 15, 1939

All Required		Clearing and Grubbing	$ --	$ 400.00
3,300	cu. yds.	Excavation, Single Classif.	1.00	3,300.00
14,000	sq. yds.	Removal of Old Pavement	.45	6,300.00
10,800	sq. yds.	Chiseling Base Course Concrete	.45	4,860.00
4,700	lin. ft.	Cutting Concrete Walks and Aprons	.25	1,175.00
5,600	sq. yds.	Removal of Concrete Walks and Aprons	.45	2,520.00
15,400	lin. ft.	Removal of Curbs	.10	1,540.00
16	only	Adjusting Manholes	10.00	160.00
44	only	Catch Basin Replacement	24.50	1,078.00
300	cu. yds.	Concrete Curbs	19.00	5,700.00
500	sq. yds.	Concrete Sidewalks	1.80	900.00
1,600	sq. yds.	Concrete Driveway Aprons	1.80	2,880.00
18	cu. yds.	Concrete in Floating Islands	20.00	360.00
4	only	Buffer Pedestals	285.00	1,140.00
8	only	Concrete Signal and Light Pedestals	25.00	200.00
5	only	Concrete Traffic Signal Bases	35.00	175.00
All Required		Constructing Recesses for Lights and Markers		200.00
1,050	lin. ft.	3/4" Electrical Conduit	.35	367.50
2,200	lin. ft.	1½" Electrical Conduit	.55	1,210.00
240	lbs.	Mesh Reinforcement	.12	28.80
9,500	sq. yds.	Portland Cement Concrete Pavement	1.80	17,100.00
2,400	cu. yds.	Portland Cement Concrete Base	8.70	20,880.00
2,800	lin. ft.	½" Expansion Joints	.14	392.00
3,700	lin. ft.	Contraction Joints	.03	111.00
2,500	only	Dowels	.15	375.00
6,600	tons	Class "B" Asphaltic Concrete	4.00	26,400.00
3,300	tons	Cutback Wearing Surface	4.00	13,200.00
		Subtotal		$ 112,952.30
		10% Engr. & Cont.		11,295.23
		Total		$ 124,247.53

Length 1.725 miles
Cost per mile $ 72,027.55

Federal Aid Funds Requested- -$ 74,750.00
State Funds- 49,497.53

$ 124,247.53

State Funds for Construction: Chap. 175, laws 1927; Chap. 31, laws 1929;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

FA 3[illegible]1-E-1

July 20, 1939.

Shell Oil Company, Incorporated
1220 S. W. Morrison Street
Portland, Oregon

Attention Mr. W. E. McDonald
Division Sales Manager

Gentlemen:

Receipt is acknowledged of your communication of July 12, Attention Mr. Beakey, Traffic Engineer, in reply to his communication of July 3, directed to Mr. D. K. Adams.

In reference to the last paragraph of your communication in which you refer to your proposed plan of rearrangement of facilities, you state that: "We feel the property owners will look to the Oregon State Highway Commission for reimbursement of the expense involved."

We regret to advise you that the Highway Commission can not legally assume any responsibility or obligation of this kind. Any rearrangement of facilities will have to be done at the sole expense of your company or the owners of the property. This, of course, is a matter entirely between you and the owners. In no case, however, can the state legally spend any money for purposes of this character.

We will, however, investigate the matter of the traffic island, and if consistent with traffic safety and efficiency, we will cut it back in such manner as to afford your station the maximum degree of uninterrupted egress and ingress.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
cc Mr. John Beakey

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF JOHN BEAKEY, TRAFFIC ENGINEER
SALEM

July 17, 1939

IN REPLY PLEASE REFER TO FILE NO.

Mr. C. B. McCullough
Asst. State Highway Engineer
Office

Dear Sir:

Further reference is made to the matter of constructing an island at the intersection of N.E. Sandy Boulevard, N.E. 60th Avenue and N.E. Stanton Street in Portland, and the complaint from the Shell Oil Company and T. H. and Lorey C. Willett, owners of the property.

I am attaching hereto a communication received today from W. E. McDonald of the Shell Oil Company, also a map showing reconstruction which Mr. McDonald believes will be necessary if the island is constructed. The island shown in red indicates the revision made from the original plan, which is shown in lead pencil. Personally, I believe the complaint is ridiculous and it seems to me that the Shell Oil Company is attempting to have its station rebuilt at the expense of the State Highway Department.

I am sending this to you for such disposition as you care to make of it, but I believe that some understanding should be reached before construction goes too far. I have acknowledged receipt of Mr. McDonald's letter.

Very truly yours,

John Beakey
John Beakey
Traffic Engineer

JB:VC
attach.

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER [illegible]

July 12, 1939

RECEIVED
JUL 15 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 15 1939
OFFICE OF
TRAFFIC ENGINEER

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. John Beakey, Traffic Engineer

Dear Sir:

This will acknowledge receipt of your letter of July 3 directed to Mr. D. K. Adams, together with our plot plan showing thereon in black pencil the proposed island and in red the revised plan as submitted by you in the improvement of Sandy Boulevard at the intersection of N.E. Sandy Boulevard, N.E. 60th Avenue, and N.E. Stanton Street.

We are forwarding herewith for your information copies of letters sent the City of Portland and the State of Oregon Highway Commission by the owners who lease to us the parcel of property affected by the installation of the subject island.

In face of their attempt to have the island left out, we will not at this time commit ourselves.

We feel the island will seriously affect our business should it be put in at this location. We have accordingly prepared the enclosed plan showing what we will expect the property owners to do in re-arranging the existing service station improvements. Naturally, in face of the fact that this re-arrangement is necessary because of the improvement of Sandy Boulevard, we feel the property owners will look to the Oregon State Highway Commission for reimbursement of the expense involved.

Very truly yours,

SHELL OIL COMPANY, INCORPORATED

W E McDonald
Division Sales Manager

Encl.

NEOTSU, OREGON

June 30, 1939

CITY OF PORTLAND
City Hall
Portland, Oregon

Gentlemen:

We the undersigned, owners of the property at the intersection of N.E. 60th Avenue, N.E. Stanton Street and N.E. Sandy Boulevard, particularly described as - Lot One (1), Block Eighty-seven (87), Rose City Park Addition to the City of Portland, Oregon, have been informed that the State of Oregon Highway Commission, with the advice of the City of Portland Engineering Department, plans to erect a concrete safety island directly east of our property.

In January, 1933, under Ordinance No. 63606, the City of Portland granted us a permit to have removed and graded to street level that triangular area which the State and City now plans to use for the purpose of locating thereon a safety island.

In 1933 we paid $893.00 to have this triangular piece of property graded and paved, paying to the City 6% of the City Engineer's estimate of the cost for its engineering and inspection.

We realize Sandy Boulevard is being improved and every effort is being made to safeguard automobiles and pedestrians, but it seems unreasonable that the contemplated safety island should be erected directly in front of our property. Very little traffic comes into Sandy from N.E. 60th or N.E. Stanton Streets and the proposed safety island, we feel, is unnecessary.

In view of the foregoing, we register this protest and request your assistance in having the State of Oregon Highway Commission advised.

Yours very truly,

Thomas H. Willett

Lorey C. Willett

NEOTSU, OREGON

June 30, 1939

STATE OF OREGON HIGHWAY COMMISSION,

Salem, Oregon.

Gentlemen:

Enclosed herewith is copy of our letter to the City of Portland, protesting the erection of a concrete safety island at the intersection of Northeast 60th Avenue, Northeast Stanton Street and Northeast Sandy Boulevard, in the City of Portland, Oregon, directly east of the following described property, which we own, to-wit:

Lot One (1), Block Eighty-seven (87)
Rose City Park Addition to the City
of Portland, Oregon.

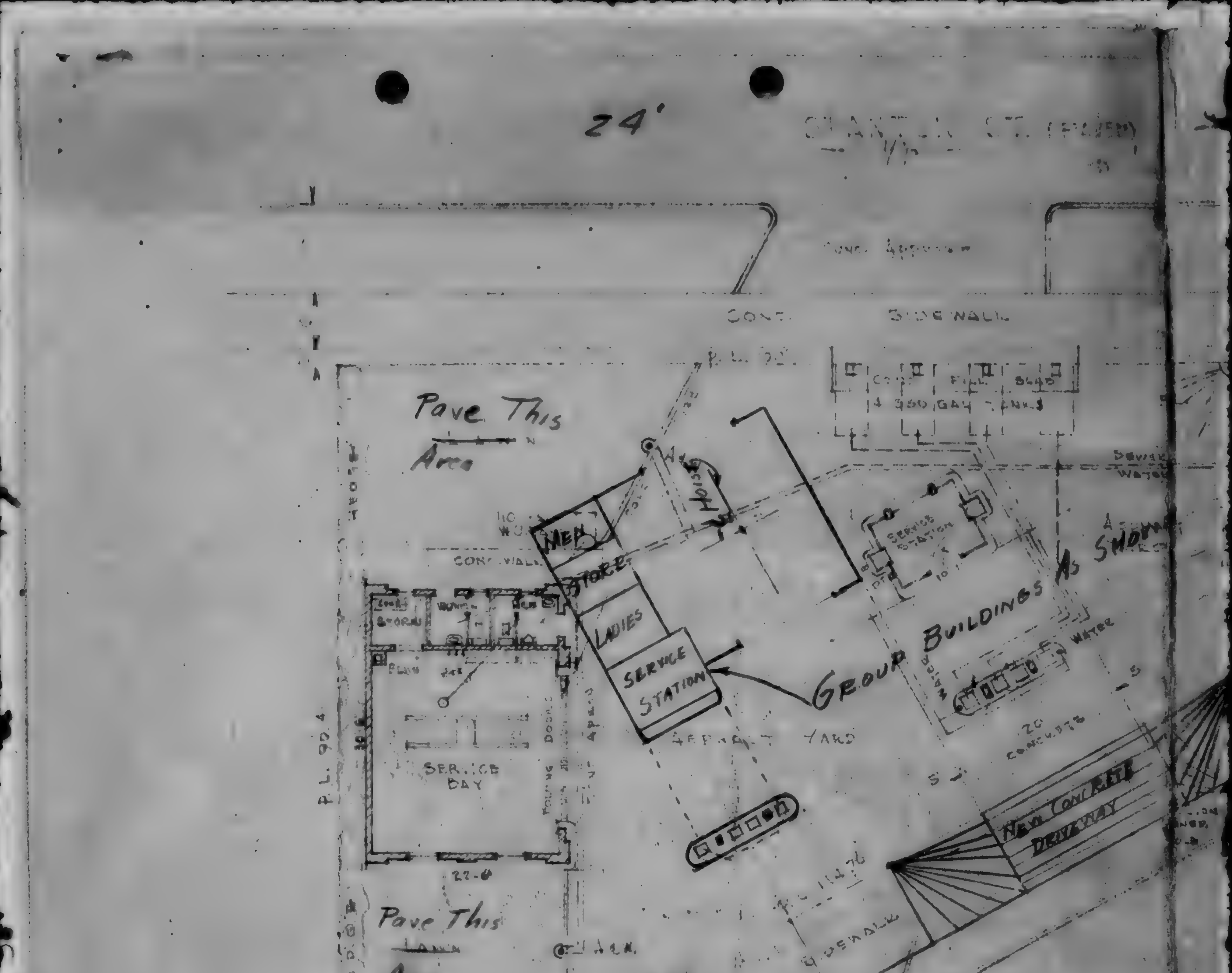
Inasmuch as there is little traffic coming into Sandy Boulevard at the intersection of Northeast 60th Avenue and Northeast Stanton Street, we do not feel the proposed safety island is necessary. We also protest this matter on the basis that we did, in January, 1933, obtain a permit from the City of Portland, under Ordinance No. 63606, which provided for the removal of and grading street level the triangular area on which the proposed safety island is to be constructed. This work cost us $893.00 and was done under supervision of the City of Portland Engineering Department.

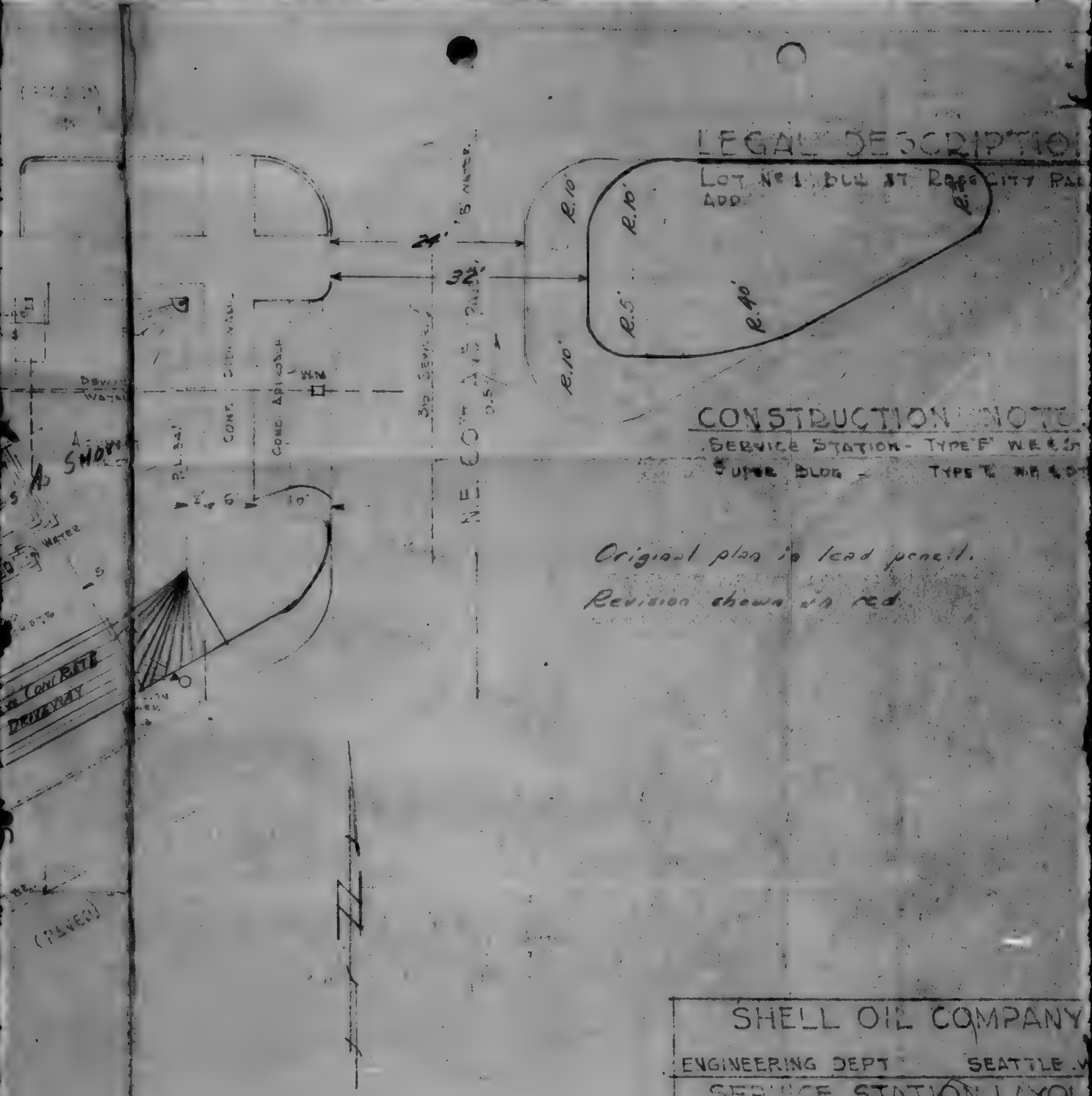
Yours very truly,

Thomas H. Willett

Lorey C. Willett.

Enclosure

24'
ST. (PAVED)
CONC. SIDEWALK
P.L.
4 550 GAL TANKS
SEWER
WATER
Pave This Area
HOIST
MEN
STORE
LADIES
SERVICE STATION
CONC. WALK
STORAGE
SERVICE BAY
27-6
P.L. 99.4
SERVICE STATION
GROUP BUILDINGS AS SHOWN
ASPHALT YARD
WATER
20 CONCRETE
Pave This Area
NEW CONCRETE DRIVEWAY
CONC. APPROACH
SIDEWALK
6" WATER
NEW CONCRETE DRIVEWAY
SANDY BLVD (PAVED)



LEGAL DESCRIPTIO

LOT Nº 1, BLK 37, ROSE CITY PA
ADD.

CONSTRUCTION NOTE

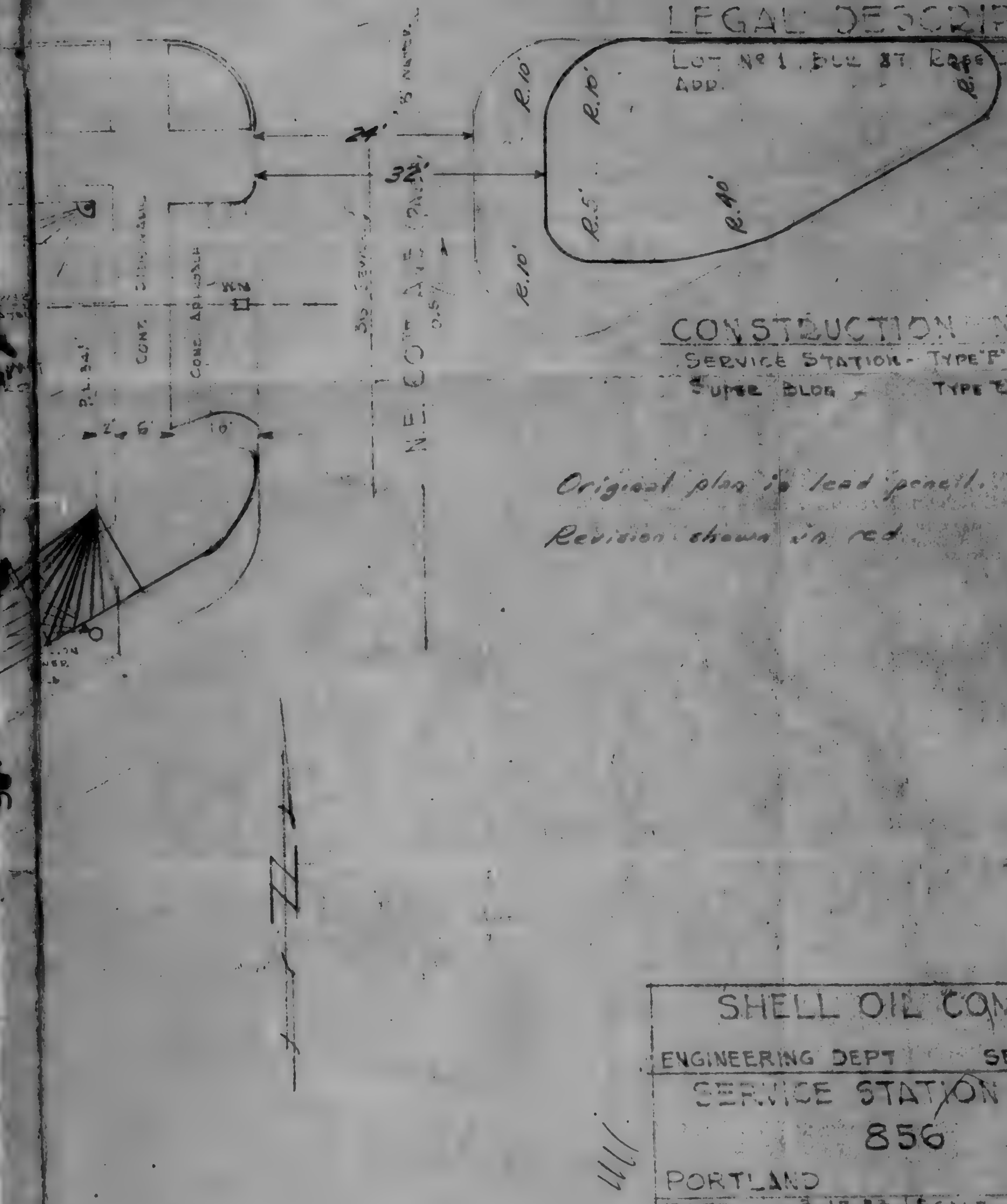
SERVICE STATION - TYPE "F" W.E.&S
SUPER BLDG - TYPE "E" W.E.&S

Original plan in lead pencil.
Revision shown in red.

SHELL OIL COMPANY
ENGINEERING DEPT SEATTLE, W
SERVICE STATION LAYOU
856
PORTLAND OREG

DATE	5-12-53	SCALE	1"=15'
DRAWN BY	S.K.H.	APPROVED	
CHECKED BY		N-2323	

-2- REVISED FROM FOREMAN'S CONSTRUCTION DATA.



LEGAL DESCRIPTION

LOT Nº 1, BLK 87, ROSE CITY PARK ADD.

CONSTRUCTION NOTES

SERVICE STATION - TYPE "F" W.F. & STUCCO
SUPER BLDG - TYPE "E" W.F. & STUCCO

Original plan is lead pencil.
Revision shown in red.

-2- REVISED FROM FOREMANS CONSTRUCTION DATA.

SHELL OIL COMPANY
ENGINEERING DEPT SEATTLE WN.
SERVICE STATION LAYOUT
856
PORTLAND OREGON

DATE	3-12-33	SCALE	1" = 15'
DRAWN BY	S.K.H.	APPROVED	
CHECKED BY		N-2323-2	

RECEIVED
JUL 13 1939
FOR FILING

July 13, 1939

Edlefsen-Weygandt Co.
P. O. Box 5626
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2201 which was awarded to you on June 26, 1939, for paving the Sandy Boulevard Section (44th Avenue to 74th Avenue Unit) of the Columbia River Highway, in Multnomah County. This is for your records and files.

Very truly yours,

Secretary

MG:AM

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF JOHN BEAKEY, TRAFFIC ENGINEER
SALEM

301-B-1

July 12, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough
Asst. State Highway Engineer
Office

NOTE
C. B. McCullough

Dear Sir:

In connection with the improvement of Sandy Boulevard between 44th and 74th Avenues, the plans contemplate the installation of a triangular island at the intersection of N.E. Sandy, N.E. 60th and N.E. Stanton. The Shell Oil Company, who operate a service station located on the N.W. corner of 60th and Sandy, objected to the island because they believed it would make difficult ingress to and egress from their station. Because of their objections a revision was made in the shape of the island and the contractor has been so instructed. However, the owners of the property, Thomas H. and Lorey C. Willett, are protesting and have sent to this department a copy of a letter written to the City of Portland.

Apparently a small island occupied the part of the space where we now propose to construct a larger one, and a few years ago Willett had it removed at his own expense. I am attaching hereto the communication from Mr. and Mrs. Willett and also a copy of the ordinance which authorized the removal of the original island. I have discussed the matter with Mr. Fowler, City Traffic Engineer, and he is of the opinion that the island which we propose to construct will not interfere with the entrance to the service station. He further states that the island was removed under a revokable permit and that another island can be constructed if it appears advisable to do so.

I wrote to Mr. D. K. Adams of the Shell Oil Company on July 3rd, discussing the revision we would make in the island, and not having heard from him, presume that the revision is acceptable to the Oil Company. This letter is written so that you may be informed of the facts surrounding the matter. I believe that a reply should be made to Mr. and Mrs. Willett, but would recommend that we proceed with the installation of the island as now contemplated. It will not interfere with the service station and I believe that it is necessary for the proper channelization of traffic and for the safety of pedestrians. Further, I believe that we would set a bad precedent if we accede to the request of the Oil Company. Without doubt similar situations will arise in many instances in the future.

Very truly yours,

John Beakey

John Beakey
Traffic Engineer

JB:VC

ORDINANCE NO. 63606

An Ordinance granting a revocable permit to Thomas H. and Lorey C. Willett, 1573 Sandy Boulevard, now 5949 Northeast Sandy Boulevard, to grade to the proper subgrade and construct an appropriate hard surface pavement in that triangular area bounded on the west by the center line of Northeast 60th Avenue, on the north by the center line of Northeast Santon Street, and on the southeast by the center line of Northeast Sandy Boulevard, and declaring an emergency.

WHEREAS, Thomas H. and Lorey C. Willett have filed a petition signed by owners of the property adjacent to Northeast Santon Street, Northeast 60th Avenue and Northeast Sandy Boulevard, where said streets intersect, asking permission to grade and pave the triangle bounded by the center line of said streets without cost to the City, and

WHEREAS, the paving of said triangle is necessary to the full development of Lot 1, Block 87, Rose City Park, for business purposes, and

WHEREAS, the paving of said triangle meets with the approval of the City Engineer, therefore,

The City of Portland does ordain as follows:

Section 1. That a permit be and the same is hereby granted to Thomas H. and Lorey C. Willett (hereinafter referred to as the grantees) to grade to the proper subgrade and pave with an appropriate hard surface pavement that triangular parcel bounded on the west by the center line of Northeast 60th Avenue, on the North by the center line of Northeast Stanton Street, and on the southeast by the center line of Northeast Sandy Boulevard, in accordance with the attached sketch approved by the City Engineer under date of January 12, 1933, marked Exhibit "A", and made a part of this ordinance.

COPY

Section 2. That all construction under this permit shall be done under the supervision of the City Engineer.

Section 3. That this permit shall not become effective until the grantees shall have paid to the City Treasurer an amount equal to 6% of the City Engineer's estimate of the cost of said work, said amount to be credited by the City Treasurer to the Engineering Rotary Account to cover the cost of engineering and inspection.

Section 4. That the grantees shall assume full responsibility for any accidents or damage which may occur in connection with the construction of said improvement, and shall hold the City of Portland, the City Engineer and each and all of the officers and employes of said City free and harmless from any claims for damages to persons or property which may be occasioned by any construction carried on under this permit prior to the acceptance of the work by the Council.

Section 5. That the permit hereby granted shall not become effective until there is filed by the grantees with the City Auditor a document satisfactory to the City Attorney accepting the terms and provisions hereof.

Section 6. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that construction of this pavement may be carried on without undue delay; therefore, an emergency is hereby declared to exist, and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council January 18, 1933

Geo. L. Baker
Mayor of the City of Portland

ATTEST:

Geo. R. Funk
Auditor of The City of Portland

COPY

A. L. Barbur
1-12-33

NEOTSU, OREGON

June 30, 1939

STATE OF OREGON HIGHWAY COMMISSION,

Salem, Oregon.

Gentlemen:

Enclosed herewith is copy of our letter to the City of Portland, protesting the erection of a concrete safety island at the intersection of Northeast 60th Avenue, Northeast Stanton Street and Northeast Sandy Boulevard, in the City of Portland, Oregon, directly east of the following described property, which we own, to-wit:

Lot One (1), Block Eighty-seven (87)
Rose City Park Addition to the City
of Portland, Oregon.

Inasmuch as there is little traffic coming into Sandy Boulevard at the intersection of Northeast 60th Avenue and Northeast Stanton Street, we do not feel the proposed safety island is necessary. We also protest this matter on the basis that we did, in January, 1933, obtain a permit from the City of Portland, under Ordinance No. 63606, which provided for the removal of and grading street level the triangular area on which the proposed safety island is to be constructed. This work cost us $893.00 and was done under supervision of the City of Portland Engineering Department.

Yours very truly,

Thomas H. Willett
Thomas H. Willett

Lorey C. Willett.
Lorey C. Willett.

Enclosure

RECEIVED
JUL 6 - 1939
OFFICE
TRAFFIC ENGINEER

NEOTSU, OREGON

June 30, 1939

CITY OF PORTLAND,
City Hall,
Portland, Oregon

Gentlemen:

We the undersigned, owners of the property at the intersection of N. E. 60th Avenue, N. E. Stanton Street and N. E. Sandy Boulevard, particularly described as - Lot One (1), Block Eighty-seven (87), Rose City Park Addition to the City of Portland, Oregon, have been informed that the State of Oregon Highway Commission, with the advice of the City of Portland Engineering Department, plans to erect a concrete safety island directly east of our property.

In January, 1933, under Ordinance No. 63606, the City of Portland granted us a permit to have removed and graded to street leval that triangular area which the State and City now plan to use for the purpose of locating thereon a safety island.

In 1933 we paid $893.00 to have this triangular piece of property graded and paved, paying to the City 6% of the City Engineers estimate of the cost for its engineering and inspection.

We realize Sandy Boulevard is being improved and every effort is being made to safe guard automobiles and pedestrians but it seems unreasonable that the contemplated safety island should be erected directly in front of our property. Very little traffic comes into Sandy from N. E. 60th or N. E. Stanton Streets and the proposed safety island, we feel, is unnecessary.

In view of the foregoing, we register this protest and request your assistance in having the State of Oregon Highway Commission advised.

Yours very truly,

Thomas H. Willett

Lorey C. Willett

RECEIVED
JUL 6 - 1939
OFFICE OF
TRAFFIC ENGINEER

FORM 5-S-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
5200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JUL 11 1939
OREGON
STATE HIGHWAY COMMISSION

26-1141

July 10, 1939

301-13-1

REFERRED TO Mr Baldock
By Asst. State Highway Engineer

Mr. L. G. Apperson, City Engineer
City Hall
Portland, Oregon

Dear Sir:

This is a follow-up on my letter to you of June 6th and Mr. Young's letter of June 30th, concerning sidewalk basement entrances on Sandy Boulevard. Our contractor is making good progress and we find there are several property owners who have refused to adjust their sidewalk entrances to the new width of the street. Our contractor will be retarded in his work in four days, unless these are moved promptly.

Please arrange to have these sidewalk entrances moved immediately so that progress on Sandy Boulevard will not be held up.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. G. Smith
F. T. Young
R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
JUN 28 1939
FOR FI

301-B-1

June 27, 1939

EDLEFSEN-WEYGANDT COMPANY
P. O. Box 5626
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2201 which was awarded to you on June 26, 1939, by the State Highway Commission, covering the paving of Sandy Boulevard Section (44th Avenue to 74th Avenue Unit) of the Columbia River Highway, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 (page 14) of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MHL

RECEIVED
OCT 11 1939
FOR FILING

301-B-1

5f

June 26, 1939

Edlefsen-Weygandt Co.,
Box 5626
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering 1.72 miles pavement widening and resurfacing on the Sandy Boulevard Section (44th Avenue to 74th Avenue) of the Columbia River Highway, in Multnomah County. This award was based on your low bid of $112,952.30 submitted on June 22, 1939.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

encl.

superseded

M

VICE DESIRED			
TIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
JUNE 26, 1939

EDLEFSEN-WEYGANDT CO.,
9233 NO. CALVERT
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING SANDY BOULEVARD PAVEMENT WIDENING AND RESURFACING BASED ON LOW BID SUBMITTED BY YOU JUNE TWENTY SECOND. CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

WITH YOUR CONCURRENCE WE WILL TODAY AWARD TO EDLEFSEN-WEYGANDT COMPANY CONTRACT FOR PAVING SANDY BOULEVARD SECTION

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS
TO POSTAL TELEGRAPH

Postal Telegraph

TELEGRAMS
Mackay Radio
All America Cables
Commercial Cables

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16 Dbl

23 R AR. 22 GOVT

NX PORTLAND OGN JUNE 26TH 1939 1050 AM

R H BALDOCK
14 STATE HIGHWAY ENGR SALEM OGN

RE WIRE TODAY WE HEREBY CONCUR IN AWARD CONTRACT OREGON FAP 301-B
(1) SANDY BOULEVARD TO EDLFSEN WEYGANDY COMPANY LOW BIDDERS.

LYNCH.

11-21a

WITH YOUR CONCURRENCE WE WILL TODAY AWARD TO EDLEFSEN-WEYGANDT COMPANY CONTRACT FOR PAVING SANDY BOULEVARD SECTION

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 26, 1939

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WITH YOUR CONCURRENCE WE WILL TODAY AWARD TO EDLEFSEN-WEYGANDT COMPANY CONTRACT FOR PAVING SANDY BOULEVARD SECTION

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FORM 5-7-1 3M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

June 12, 1939

7a 301-B. 1

Mr. E. A. Collier
Division Engineer
9200 S. E. McLoughlin
Portland, Oregon

OTED
Highway Engineer

Dear Sir:

Reference is made to the request of F. M. Wilson of 1944 N. E. 45th Avenue, Portland, that the curb on the southwest corner of the intersection of Sandy and 45th be cut to a 15-foot radius rather than 12 feet.

While I do not believe that this will be of any great benefit to Dr. Wilson, there is no objection to the change if it will satisfy him. I discussed the matter with Mr. Baldock and he is agreeable to changing the radius to 15 rather than 12 feet on that corner.

Very truly yours,

John Beakey
Traffic Engineer

JB:JJ

cc. R. H. Baldock

6/10/

All previous correspondence in reference to this matter has gone to John Beakey. Mr. Beakey said he had talked with Dr. Wilson personally on the subject, and requested that you NOT answer this letter until he can talk to you about it.

C.B.M.

NOTED
State Highway Engineer

OFFICE HOURS
8 TO 12 A.M. 1 TO 5 P.M.
EVENINGS BY APPOINTMENT

Tr. 9812
PHONE [illegible]
[illegible]
PORTLAND, OREGON

Port

4 N. E. 45th Ave.
une 9, 1939.

Mr. R. H. Bald
State High
S

Dear Sir:

Hav ments about the cutt 5th Ave., and not receiv made my problem clear, cit form.

It [illegible] to the original yellow line which would give a greater turning radius around this corner. As long as it will be cut anyway in the widening of Sandy Blvd., the greater turning radius would facilitate traffic because of a more accessible in and out from the street as well as from my driveway.

I feel that it is inconsistent with the purpose of widening of Sandy, to keep the turning radius sharp, because any car that turns as it is, or would be where the line is marked now, would have to turn into the left lane of traffic and then back again to the right, which for a period would completely shut off traffic on 45th. Also, I feel that each street should be treated as its individual problem presents, and not uniformly, just as Park and West Park are made on-way traffic streets and Sandy Blvd. is made wider for traffic reasons.

The safety to pedestrians would not be enhanced by sharpening the corner, because at any time, and even if the whole parking strip were cut back, the width of space where they would pass, would be much less than any street should be this day of auto traffic, and I believe you will agree, less than we all would wish for.

In case 45th were widened to the extent that Sandy is now, or will be, any car could then make as fast a turn as wished, and especially turning to the left lane and then to the right.

Further, it was asked that if this corner were cut back to where I suggest, if I would then back directly into Sandy: the answer is, NO. That wasn't my idea at all, I feel that cars would not park on a curve to block my exit, so I'd have plenty of room to enter or exit even if cars were parked on both sides of my driveway.

In addition, this property has been re-zoned, so is now in the business section, which is another reason why this relief should be made.

I would greatly appreciate an interview with any of the men who have the work of widening of Sandy in charge.

Would like an appointment with you at your earliest convenience, at which time, I could explain in further detail.

Yours truly,

F. M. Wilson

Diagram enclosed.
** Also described in diagram as Northwest corner
N.E. 45th Ave. at Sandy.

Copy to: Mr. John Beaky, Mr. Apperson, Mr. Frank Young, Mr. E. A. Collier, and
Mr. F. T. Fowler.

OFFICE HOURS
9 TO 12 A.M. 1 TO 5 P.M.
EVENINGS BY APPOINTMENT

DR. FRANK M. WILSON
DENTIST
NERVE BLOCKING—X-RAY—PORCELAIN—PLATE AND GOLD WORK

Tr. 9812
PHONE
PORTLAND, OREGON

RECEIVED
JUN 1[illegible] 1939
STATE HIGHWAY COMMISSION

1944 N. E. 45th Ave.
June 9, 1939.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Having written several men of the City and State Traffic Departments about the cutting back of the southwest corner of Sandy Blvd.** at N. E. 45th Ave., and not receiving any definite decision, I feel that perhaps, I have not made my problem clear, so I wish to again try to present this plan in a more explicit form.

It is desired that the indicated cut of the corner be placed back to the original yellow line which would give a greater turning radius around this corner. As long as it will be cut anyway in the widening of Sandy Blvd., the greater turning radius would facilitate traffic because of a more accessible in and out from the street as well as from my driveway.

I feel that it is inconsistent with the purpose of widening of Sandy, to keep the turning radius sharp, because any car that turns as it is, or would be where the line is marked now, would have to turn into the left lane of traffic and then back again to the right, which for a period would completely shut off traffic on 45th. Also, I feel that each street should be treated as its individual problem presents, and not uniformly, just as Park and West Park are made on-way traffic streets and Sandy Blvd. is made wider for traffic reasons.

The safety to pedestrians would not be enhanced by sharpening the corner, because at any time, and even if the whole parking strip were cut back, the width of space where they would pass, would be much less than any street should be this day of auto traffic, and I believe you will agree, less than we all would wish for.

In case 45th were widened to the extent that Sandy is now, or will be, any car could then make as fast a turn as wished, and especially turning to the left lane and then to the right.

Further, it was asked that if this corner were cut back to where I suggest, if I would then back directly into Sandy; the answer is, NO. That wasn't my idea at all. I feel that cars would not park on a curve to block my exit, so I'd have plenty of room to enter or exit even if cars were parked on both sides of my driveway.

In addition, this property has been re-zoned, so is now in the business section, which is another reason why this relief should be made.

I would greatly appreciate an interview with any of the men who have the work of widening of Sandy in charge.

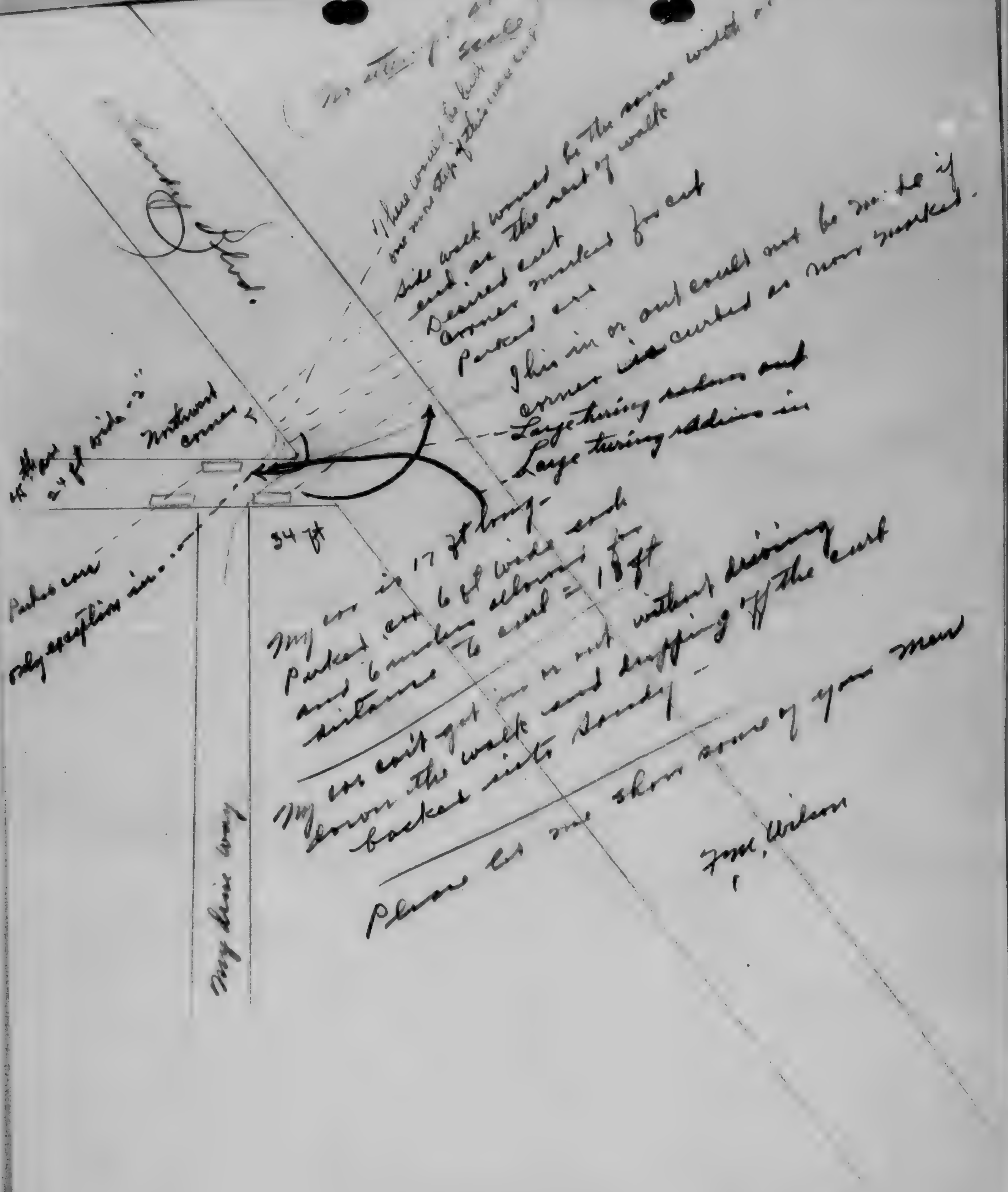
Would like an appointment with you at your earliest convenience, at which time, I could explain in further detail.

Yours truly,

F. M. Wilson

Diagram enclosed.
** Also described in diagram as Northwest corner
N.E. 45th Ave. at Sandy.

Copy to: Mr. John Beaky, Mr. Apperson, Mr. Frank Young, Mr. E. A. Collier, and
Mr. F. T. Fowler.



Not [illegible] scale

There would be built one more step of this new curb

Side walk would be the same width as
end as the rest of walk
Desired curb
corner marked for cut
Parked car

This in or out could not be made if
corner is curbed as now marked.
Large turning radius out
Large turning radius in

My car is 17 ft long –
Parked car 6 ft wide each
and 6 inches allowance for
distance to curb = 18 ft

My car can't get in or out without driving
down the walk and dropping off the curb
backed into Sunday –

Please let me show some of your men

Wilson

[illegible]

June 7, 1939

Mr. L. G. Apperson
City Engineer
City Hall
Portland, Oregon

Dear Sir:

At the request of Mr. Collier, we are today mailing to you, under separate cover, a copy of the plans and specifications for the proposed project on Sandy Boulevard.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

cc E. A. Collier

June 7, 1939

Mr. F. T. Fowler
Traffic Engineer
City Hall
Portland, Oregon

Dear Sir:

At the request of Mr. Collier, we are today mailing to you, under separate cover, a copy of the plans and specifications for the proposed project on Sandy Boulevard.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc E. A. Collier

RECEIVED
JUN 9 - 1939
FOR FILING

Gen'l
Permits -
Munic. [illegible]

June 7, 1939

Mr. O. B. Peake
5846 N. E. Sandy Blvd.
Portland, Oregon

Dear Sir:

Reference is made to your letter of May 23rd, in regard to specifications for the proposed improvement on Sandy Boulevard.

We have given careful consideration to the suggestions made in your letter and have found it possible to incorporate most of them in the specifications. For your information in this connection, we are enclosing a copy of the portion of the specifications in which the provisions referred to appear.

You will note that we are offering a bonus of $25.00 per day for completion of the work ahead of the specified date of completion, which date is September 30th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

THE PEAKE
OF
ICE CREAM
5846 N. E. SANDY BLVD.
PORTLAND, OREGON

RECEIVED
MAY 25 1939
OREGON
STATE HIGHWAY COMMISSION

May 23 1939.

Mr R.B. Baldock.
State Highway Engineer.
Salem Oregon.

Return to.
REFERRED TO
S H Probert
By Asst. State Highway Engineer

Dear Mr Baldock:

In talking with Mr Collier regarding the Sandy Blvd. work we made certain suggestions and requested that he use his influence to have the work carried on so as to cause as little loss and inconvenience, as possible, to the merchants and to the public in general.

Mr Collier stated that the Highway Department was willing and anxious to co-operate with us in any that was practical and suggested that we write to

---

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ON

26-2832

F.T.

e send a set
set to Mr. Fowler.

about the bonus
job ahead of
Mr. Baldock
ked to him.

Wilbur M. Darby
Wilbur M. Darby
Office Engineer

WMD:DP

2
THE PEAKE
BY
ICE CREAM
5846 N. E. SANDY BLVD.
PORTLAND, OREGON

you direct, so that these requests, if you consider them practical, can be embodied in the specifications for the work.

We request that the contractor be required to work three shifts on all the curb and concrete work and ~~that~~ they work only on one side of the street at a time and that that side be completed (that is the curb + concrete work) and that side of the street be opened for use before closing the other side and that the second side be completed + opened for use before the digging up of the center strip is begun.

This would allow two way traffic at all times, with some chance of parking within a reasonable distance

---

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ON

26-2832

F.T.

send a set
t to Mr. Fowler.

bout the bonus
job ahead of
Mr. Baldock
d to him.

By Wilbur M. Darby
Wilbur M. Darby
Office Engineer

WMD:DP

3

THE PEAKE
OF
ICE CREAM
5846 N. E. SANDY BLVD.
PORTLAND, OREGON

of any particular store at almost any time.

We realize that there will be a period, during the laying of the black top finish, when the street will have to be practically closed, and ask that two shifts be employed on this part of the work so that period will be as short as possible.

Thanking you in advance for your consideration of these requests and for any co-operation that you can give us.

I am
Yours Respectfully
O.B. Peake

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

N

26-2832

F.T.

send a set
to Mr. Fowler.

out the bonus
ob ahead of
Mr. Baldock
to him.

Wilbur M. Darby
Wilbur M. Darby
Office Engineer

WMD:DP

FORM 2-S-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

26-2832

June 3, 1939

Mr. S. H. Probert, Office Engineer
State Highway Department
Salem, Oregon

L.B.

F.T.

Dear Sir:

If you have not already done so, will you please send a set of the Sandy Boulevard plans to Mr. Apperson and also a set to Mr. Fowler.

Mr. Collier says that he talked to Mr. Baldock about the bonus of $25.00 a day for the completion of the Sandy Boulevard job ahead of schedule and Mr. Baldock approved this plan in principle. Mr. Baldock had not seen the Special Provisions when Mr. Collier talked to him.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By Wilbur M. Darby
Wilbur M. Darby
Office Engineer

WMD:DP

RECEIVED
JUN 1 - 1939
FOR [illegible]

May 29, 1939

The Northwestern Electric Company
Public Service Building
Portland, Oregon

Attention: D. A. Hord

Gentlemen:

In compliance with the request contained in your letter of May 25th, we are mailing to you today a preliminary set of the plans for the proposed improvement of the portion of Sandy Boulevard which is between 44th Avenue and 74th Avenue.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

NORTHWESTERN ELECTRIC COMPANY
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

May 25, 1939

Mr. S. H. Probert
Office Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

We understand that N.E. Sandy Boulevard will be improved from N.E. 44th Avenue to N.E. 82nd Avenue.

If prints are available for this proposed job, will you please send us a set of them.

Yours truly,

D. A. Hord, Supt. Electrical
Distribution

ADM VC

RECEIVED
MAY 25 1939
FOR FI[illegible]

[illegible]

May 20, 1939

Mr. E. A. Collier
Division Highway Engineer
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Dear Sir:

We are sending you herewith Sheet No. 6 of the plans for the East Sandy Boulevard Section which shows the curb radii for intersections between 60th and 64th Avenues. This completes the curb radii data on the project, [except that three of the intersections are subject to some modification by the Traffic Engineer. Corrected data will be sent you as soon as it is available.] — Sheets 4-5 & 8 to cover these also sent.

In connection with this project, the question has been raised regarding the sizes of pipes to be used in the replacement of catch basins, catch inlets and catch outlets. The specifications as submitted call for the use of 8-inch pipe in all instances, whereas the Portland standard outlet design calls for the 10-inch size, while the standard designs for catch basins and catch inlets permit the use of various sizes of pipe.

It would seem that all replacements should be made in like size and we should advise the contractor just what size of pipe is to be furnished by him in each replacement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

V. G. O'Neil
Asst. Office Engineer

VGO'N:GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

JUN 9 - 1

June 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplementing our letter of this date authorizing the advertising of Oregon Federal Aid Project No. 301-B (1), Sandy Boulevard Section, the following is called to your attention:

It is noted that numerous traffic islands, buffer pedestals, traffic signal pedestals, curb marker recesses and placing of conduits are included for Federal participation. As only a few hours was allowed for review of portions of this work, we must insist that when such work is proposed for Federal participation we be furnished information in adequate time to make such investigations as we deem necessary.

It is also noted that dowel bars at contraction joints are eliminated. This is evidently done under General Administrative Memorandum No. 76. However, in each case it will be necessary to furnish such information as will assure that prevention of intermediate cracking will be obtained.

May we again request that when your ordinary practice is deviated from to such extent as to call for explanation that we be advised with the P.S.& E. submission. The only other alternate will be the requiring of P.S.& E. submissions far enough in advance so as to provide time for a thorough check in this office.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 9 - 1939
STATE HIGHWAY COMMISSION

June 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Project 301-B (1), the Sandy Boulevard Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Chief Engineer. This is your authority for advertising.

This change has been made.

On Page 29 of the Special Provisions, second paragraph, the word "finished" should be changed to "finisher".

Our recommendation for approval of this project is with the understanding that the payment of any bonus must be made with State funds as Federal funds are not eligible for such payments.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

June 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies each of special provisions pages 47 and 48 for the Sandy Boulevard Section, Project No. FA 301-B (1).

These pages have been revised by the addition of the specification under the sub-head "Bonus for Early Completion."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

SANDY BLVD. (42ND AVE. TO 74TH AVE.) SECTION

PROJECT NO. 301-B (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 2, 1939

June 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Sandy Boulevard Section, Project No. FA 301-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 301-B (1)

SANDY BLVD. (44TH AVE. TO 74TH AVE.) SECTION, PORTLAND, OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 2, 1939

All Required		Clearing and Grubbing	$ - -	$ 300.00
3,300	cu. yds.	Excavation, Single Classif.	1.25	4,125.00
14,000	sq. yds.	Removal of Old Pavement	.35	4,900.00
10,800	sq. yds.	Chiseling Base Course Concrete	.55	5,940.00
4,700	lin. ft.	Cutting Concrete Walks and Aprons	.08	376.00
5,600	sq. yds.	Removal of Concrete Walks and Aprons	.50	2,800.00
15,400	lin. ft.	Removal of Curbs	.10	1,540.00
16	only	Adjusting Manholes	6.00	96.00
44	only	Catch Basin Replacement	30.00	1,320.00
300	cu. yds.	Concrete Curbs	18.00	5,400.00
500	sq. yds.	Concrete Sidewalks	1.80	900.00
1,600	sq. yds.	Concrete Driveway Aprons	2.00	3,200.00
18	cu. yds.	Concrete in Floating Islands	18.00	324.00
4	only	Buffer Pedestals	260.00	1,040.00
8	only	Concrete Signal and Light Pedestals	35.00	280.00
5	only	Concrete Traffic Signal Bases	20.00	100.00
All Required		Constructing Recesses for Lights and Markers		30.00
1,050	lin. ft.	3/4" Electrical Conduit	.20	210.00
2,200	lin. ft.	1½" Electrical Conduit	.40	880.00
240	lbs.	Mesh Reinforcement	.05	12.00
9,500	sq. yds.	Portland Cement Concrete Pavement	1.75	16,625.00
2,400	cu. yds.	Portland Cement Concrete Base	8.00	19,200.00
2,800	lin. ft.	½" Expansion Joints	.10	280.00
3,700	lin. ft.	Contraction Joints	.03	111.00
2,500	only	Dowels	.15	375.00
6,600	tons	Class "B" Asphaltic Concrete	4.50	29,700.00
3,300	tons	Cutback Wearing Surface	4.50	14,850.00
		Subtotal		$114,914.00
		10% Engr. & Cont.		11,491.40
		Total		$126,405.40

Length	1.725 miles
Cost per mile	$ 73,278.49

Federal Aid Funds Requested- -	$ 75,850.00
State Funds- -	50,555.40
	$126,405.40

RECEIVED
AUG 18 1938
FOR FILING

Const
Project
Municipal

June 7, 1938

3x

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

The State Highway Commission, at its meeting on June 2, 1938, considered the matter of resurfacing Sandy Boulevard in Portland.

The Commission decided to resurface this street from 15th Street to 45th Street at an estimated cost of $130,000. This work is to be done as a Federal Aid project and is to be financed with fiscal year 1939 Federal Aid funds. The Portland General Electric Company, Portland, is to contribute $25,000 of such expense, the State Highway Commission approximately $25,000 and the balance is to be paid with Federal Aid moneys.

The Commission's decision was based on a satisfactory solution of the matter of disposing of the company's streetcar rails and a satisfactory solution for the construction of the balance of the project easterly from 45th Street.

Very truly yours,

HBG:AM

Secretary

cc - Mr. H. G. Smith
Mr. S. H. Probert

CONTRACT № 2202

FA 275-B-1 Strebin Rd.-Hosner Rd. Sec., 1939
Troutdale-Sandy County Rd.

#2202

RECEIVED
MAR 1 0
EC

275-B-1

March 7, 1941

Mr. W. E. Phillips
c/o Sheppard & Phillips
Attorneys at Law
Suite 1208, Public Service Bldg.
Portland, Oregon

Dear Sir:

Responding to your request of March 6, particularly the affidavit inclosed therein, I am forwarding to you today, under separate cover, a certified copy of state highway contract No. 2202, awarded to H. L. Rice for grading, surfacing and oiling the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County.

Very truly yours,

HBG:AM

Secretary

DeSart
BY SECRETARY

NOTED
D. G. DeSart

RECEIVED
MAR 1 [illegible]
FO [illegible]

March 7, 1941

Fidelity & Casualty Company of New York
George S. Kerr Company, Agents
Title and Trust Building
Portland, Oregon

Gentlemen:

This is to inform you that the State Highway Commission has been advised that R. O. Dail and Warren Bros., Inc., have a claim against H. L. Rice for labor and material in connection with his contract with the State Highway Commission, No. 2202, for grading, surfacing and oiling the Strebin Road-Hosmer Road Section of the Troutdale-Sandy Road, in Multnomah County. The amount of the claim was not stated.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Rice.

Very truly yours,

HBG:AN

Secretary

cc - Mr. H. L. Rice
9 N. E. 31st
Portland, Oregon

RECEIVED
MAR 7 - 1941
STATE HIGHWAY COMMISSION

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

March 6th, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Based on the affidavit herewith enclosed, will you kindly forward me a certified copy of the contract and bond therein described.

Yours very truly,

SHEPPARD & PHILLIPS

By W. K. Phillips

WKP:rs
enc

ANSWERED
H. B. GLAISYER

RECEIVED
MAR 7 - 1941
STATE HIGHWAY COMMISSION

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

March 6th, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Based on the affidavit herewith enclosed, will you kindly forward me a certified copy of the contract and bond therein described.

Yours very truly,

SHEPPARD & PHILLIPS

By W. K. Phillips

WKP:rs
enc

ANSWERED
H. B. GLAISYER

STATE OF OREGON)
) ss.
County of Multnomah)

I, W. K. PHILLIPS, being first duly sworn, depose and say: That I represent R. O. Dail & Warren Bros., Inc. and that the said R. O. Dail & Warren Bros., Inc. has a claim for labor and material against the Fidelity & Casualty Company of New York, as surety, and H. L. Rice, as principal, on contract No. 2202, commonly known as the Troutdale- Sandy County Road contract.

I make this affidavit for the purpose of securing a certified copy of the said contract and bond.

W. K. Phillips

Subscribed and sworn to before me this 6th day of March, 1941.

R. R. Ackley
Notary Public for Oregon
My Commission expires March 1, 1943.

RECEIVED
FEB 27 1941
FOR

275-B-1

February 26, 1941

Mr. Clarence Campbell
Claims Attorney
FIDELITY & CASUALTY COMPANY OF NEW YORK
1338 Exchange Building
Seattle, Washington

Dear Sir:

Replying to your letter of February 24, we are today sending you under separate cover a certified copy of the contract and bond re Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County, State Highway Contract No. 2202.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:mbl

4

"AMERICA FORE"
INSURANCE AND INDEMNITY
GROUP

FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

The Fidelity and Casualty Company of New York

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

BERNARD M. CULVER, PRESIDENT
FRANK A. CHRISTENSEN, VICE PRESIDENT

CLARENCE CAMPBELL, CLAIMS ATTORNEY
1338 EXCHANGE BUILDING

SEATTLE, WASH.

RECEIVED
FEB 25 1941
STATE HIGHWAY COMMISSION

February 24, 1941

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

Re: H. L. Rice - State of Oregon
Bond 1778537 51P-S-5792
Strebin Road - Hosner Road

As you know, our Company wrote a bond as Surety on Mr. Rice for completion of the above captioned contract. Although Mr. Rice completed the job, he left outstanding unpaid many bills and we are faced with numerous claims. The one copy of the contract which I believe we had in our San Francisco office has been lost.

I wonder if you will be so kind as to give us another copy or loan us yours, so that we can check over it. I presume that it contains a copy of our bond. If it does not, we would also like to have a copy of that.

Thanking you in advance,

Sincerely,

Clarence Campbell

CLARENCE CAMPBELL
ATTORNEY

CC: W
Copy to H.O.

a

RECEIVED
DEC 27 1940
FOR FILING

275-E-1

December 26, 1940

Mr. J. B. Pfouts
Attorney at Law
Board of Trade Building
Portland, Oregon

Dear Sir:

In reply to your letter of December 20 you are advised that the claims filed against H. L. Ries and The Fidelity and Casualty Company of New York on contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, are as follows:

Wentworth & Irwin, Inc.	$ 2,739.76
Harold Blake Estate	2,631.38
Standard Oil Company	not stated
Portland Gas & Coke Co.	1,421.60
Howard-Cooper Corporation	2,517.71
National Hospital Assoc.	300.90
Frank V. Bowman	189.18
M. J. Ball	200.00
R. O. Dail & Warren Bros.	1,683.70
Western Fence & Wire Works	64.95
Construction Equip. Corp.	110.00
Accident Commission	358.34
Shell Oil Company	1,028.94
Haseltine & Company	717.69

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

TWATER 3552

J. B. PFOUTS
ATTORNEY AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 23 1940

December 20, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Would you be kind enough to mail me a complete list of all claims filed against H. L. Rice and The Fidelity & Casualty Company of New York on contract No. 2202 for grading, surfacing, and oiling of the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road in Multnomah County together with the dates that these claims were filed?

The writer represents the Fidelity & Casualty Company of New York, and we are trying now to get this difficulty ironed out.

Thanking you in advance for this information,

I am,

Yours very truly,

J. B. Pfouts

J. B. PFOUTS

JBP:ad

[illegible]

275-E-1

RECEIVED
DEC 24 1940
FOR FILE

STATE INDUSTRIAL ACCIDENT COMMISSION
WORKMEN'S COMPENSATION LAW
SALEM, OREGON

L. O. ARENS, CHAIRMAN
T. MORRIS DUNNE
C. M. RYNERSON
COMMISSIONERS

ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION AND

December 4, 1940

IN REPLY REFER TO #82964

Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

We enclose herewith copy of notice forwarded today to the Honorable Earl Snell, Secretary of State.

The commission is also taking this matter up with the Fidelity & Casualty Company of New York, bondsmen for H. L. Rice on the work referred to.

Very truly yours

COLLECTION DEPARTMENT

Robt. Brennan

ROBT BRENNAN
Acting Manager.

l:csc

Enc.

NOTED
D. G. DeSart

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

FORM 69 10M 4-40

COPY

December 4, 1940 #82964

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the state industrial accident fund in the sum of Three Hundred Fifty-eight Dollars and Thirty-four Cents ($358.34) against the bond taken from E. L. Rice and the Fidelity & Casualty Company of New York for work in connection with State Highway Department contract No. 2202 covering the Strebin Road - Hosner Road section of the Troutdale-Sandy County Road.

Very truly yours

L. O. ARENS
Commissioner.

l:css

RECEIVED
DEC 23 1940
FOR FILING

275-B-1

December 16, 1940

Fidelity & Casualty Co. of New York
George S. Kerr Company, Agents
Title & Trust Bldg.
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by J. E. Haseltine & Company against the bond taken from H. L. Rice in connection with state highway contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - H. L. Rice
9 N. E. 31st Ave.
Portland, Oregon

NOTED
D. G. DeSart

December 16, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of December 13, 1940, with copies inclosed of a claim which has been filed by the J. E. Haseltine Company against the bond taken from Harry L. Rice in connection with state highway contract No. 2202.

In accordance with our usual practice, we are today notifying the surety and the contractor that the claim has been filed/in your office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AM

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 13, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by J.E. Haseltine & Co. for $717.69 against the bond taken from Harry L. Rice, principal, and Fidelity & Casualty Company of New York, surety, for work on the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, contract No. 2202, which was received from Layton & Boyrie, Attorneys, Portland, and filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

NOTICE.

December 12th, 1940

To the STATE OF OREGON, SECRETARY OF STATE and
STATE HIGHWAY COMMISSION OF THE STATE
OF OREGON:-

NOTICE is hereby given that the undersigned, J. E. HASELTINE & CO. of Portland, Oregon, has a claim for materials furnished to HARRY L. RICE consisting principally of belting, machinery parts, repair material, small tools, equipment and other materials and merchandise in the principal amount of $1,080.05, together with interest thereon in the amount of $37.64, or a total of $1,117.69, less payments of $400.00 applied on the oldest items, leaving a balance unpaid in the sum of $717.69 against the bond taken from HARRY L. RICE and FIDELITY AND CASUALTY COMPANY OF NEW YORK, Surety for the work on Contract No. 2202 for grading, surfacing and oiling the Strebin Road - Hosner Road Section of the Troutdale-Sandy Road County Road, said materials being furnished from and including August 19th, 1939, to and including January, 1940.

J. E. HASELTINE & CO.

By K. A. Kessler
Credit Manager

NOTED
D. G. DeSart

RECEIVED
DEC 13 1940
FOR FILING

275-B-1

December 12, 1940

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 11, enclosing three copies of a notice of claim by the Shell Oil Company, in the amount of $1028.94, against H. L. Rice, for work on the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, in Multnomah County, being State Highway contract No. 2202.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

NOTED
D. G. DeSart

December 12, 1940

Fidelity & Casualty Co. of New York
Geo. S. Kerr Company
Title & Trust Building
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State copies of a notice of claim by the Shell Oil Company in the amount of $1028.94 against H. L. Rice for grading, surfacing and oiling on the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, in Multnomah County, being State Highway contract No. 2202.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
encl.

cc - H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 11, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Shell Oil Company for $1028.94 against the bond taken from H. L. Rice, principal, and Fidelity & Casualty Company of New York, surety, for work on the Strebin-Hosner Road section of the Troutdale-Sandy County road, contract No. 2202, which has been filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
en . 3

REFERRED
BY SECRETARY [illegible]

COPY

SHELL OIL COMPANY
1220 S.W. Morrison Street
Portland, Oregon

December 9, 1940

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Shell Oil Company, Incorporated, has a claim for petroleum products delivered to H. L. Rice in the sum of $1,028.94 against the bond taken from Fidelity and Casualty Company of New York by H. L. Rice, principal, for the work of grading, surfacing and oiling on the Strebin-Hosner road section of the Troutdale-Sandy county road in the County of Multnomah designated as Oregon State Contract 2202.

This notice is being filed with you in accordance with provisions of Chapter 280, Oregon Laws 1931, which covers the procedure for filing claims against bonded contract jobs.

Will you kindly acknowledge receipt of this claim, stating that it has been properly filed?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FJH:GC

FRANK J. HORNER
FRANK J. HORNER
Division Credit Manager

Endorsed: File No. 2971
Filed December 11, 1940
EARL SNELL, Secretary of State

RECEIVED
DEC 12 1940
FOR FILING

275-B-1

December 9, 1940

Fidelity & Casualty Co. of New York
Geo. S. Kerr Co.
Title & Trust Bldg.
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by the Western Fence & Wire Works for sand and gravel screen cloth in the sum of $64.95 against H. L. Rice, for work on state highway contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
encl.
cc - H. L. Rice

NOTED
D. G. DeSart

December 9, 1940

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of December 4, 1940, enclosing three copies each of two notices of claim by the Western Fence & Wire Works, as follows:

Notice of claim for sand and gravel screen cloth in the sum of $64.95 against H. L. Rice for work on state highway contract No. 2202

Notice of claim for sand and gravel screen cloth in the sum of $211.74 against R. O. Dail & Warren Brothers for work on state highway contract No. 2282

We have noted these claims in our records and will today forward to the above contractors and their sureties copies of notices thereof.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

WESTERN FENCE & WIRE WORKS

MANUFACTURERS

WIRE AND IRON WORK SPIRAL WIRE CONVEYORS
FENCE ERECTORS BELTING

1315 Southeast Ninth Ave. Corner of Main::P. O. Box 2068

PORTLAND, OREGON

December 3, 1940

To: Secretary of State
Salem
Oregon

Notice hereby is given that the undersigned WESTERN FENCE & WIRE WORKS has a claim for sand and gravel screen cloth in the sum of $64.95 against the bond taken from N. L. Rice for the work of State Highway Contract No. 2202 for the Hosner Road.

WESTERN FENCE & WIRE WORKS

BY S. H. PALMER, MANAGER

NOTED
D. G. DeSart

RECEIVED
DEC 12 1940
FOR FILING

275-B-1

December 9, 1940

Fidelity & Casualty Co. of New York
Geo. S. Kerr Co.
Title & Trust Bldg.
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by the State Industrial Accident Commission for $358.34 against H. L. Rice, in connection with contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County.

Inasmuch as you appear as surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
encl.
cc - H. L. Rice

NOTED
D. G. DeSart

COPY

STATE INDUSTRIAL ACCIDENT COMMISSION
Salem, Oregon
December 4, 1940

In reply refer to #82964

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the state industrial accident fund in the sum of Three Hundred Fifty-eight Dollars and Thirty-four Cents ($358.34) against the bond taken from H. L. Hice and the Fidelity & Casualty Company of New York for work in connection with State Highway Department contract No. 2202 covering the Strebin Road-Hosner Road section of the Troutdale—Sandy County Road.

Very truly yours,

L. O. ARENS

L. O. Arens
Commissioner.

l:csc

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 5, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by the State Industrial Accident Commission for $358.34 against the bond taken from H. L. Rice, principal, and Fidelity & Casualty Company of New York, surety, for work on the Strebin Road-Hosner Road section of the Troutdale-Sandy County Road, contract No. 2202, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

H.O. 55 50M 5-38

SHELL OIL COMPANY
INCORPORATED
PORTLAND, OREGON

RECEIVED
DEC 12 1940
FOR FILING

375-R-1

December 9, 1940

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Shell Oil Company, Incorporated, has a claim for petroleum products delivered to H. L. Rice in the sum of $1,028.94 against the bond taken from Fidelity and Casualty Company of New York by H. L. Rice, principal, for the work of grading, surfacing and oiling on the Strebin-Hosner road section of the Troutdale-Sandy county road in the County of Multnomah designated as Oregon State Contract 2202.

This notice is being filed with you in accordance with provisions of Chapter 280, Oregon Laws 1931, which covers the procedure for filing claims against bonded contract jobs.

Will you kindly acknowledge receipt of this claim, stating that it has been properly filed?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

ORIGINAL SIGNED BY
FRANK J. HURNER

FRANK J. HURNER
Division Credit Manager

REFERRED TO
BY SECRETARY

note on card

FJH:GC

cc- Fidelity & Casualty Co. of New York
Attention Mr. J. B. Pfoust
Board of Trade Building, Portland, Oregon

cc- Fidelity & Casualty Co. of New York
George S. Kerr Company
Title and Trust Building, Portland, Oregon

✓cc- Oregon State Highway Commission, Salem, Oregon

NOTED
D. G. DeSart

RECEIVED
DEC 12 1940
FOR FILING

275-B-1

December 9, 1940

Fidelity & Casualty Co. of New York
Geo. S. Kerr Co.
Title & Trust Bldg.
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copies of a notice of claim by the Contractors Equipment Corporation for $110.00 against H. L. Rice, for work on the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County.

Inasmuch as you appear as surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
encl.
cc - H. L. Rice

NOTED
D. G. DeSart

December 9, 1940

Honorable Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of December 5, 1940, enclosing three copies of a notice of claim by the Contractors Equipment Corporation for $110.00 against H. L. Rice for work on contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County.

We have noted this claim in our records and will today forward to the contractor and his surety copies of the notice thereof.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

COPY

NOTICE OF CLAIM

TO THE STATE OF OREGON; and
TO THE OREGON STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, CONTRACTORS EQUIPMENT CORPORATION, an Oregon corporation, has a claim for materials furnished, consisting of screen rubbers and screen cloth, in the sum of ONE HUNDRED TEN 00/100 ($110.00) DOLLARS against the bond taken from HARRY L. RICE, as principal, and THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as surety, for the work of road construction and/or reconstruction designated as the Strebin Road-Hosner Road section of the Troutdale-Sandy Road, in Multnomah County, Oregon, particularly mentioned and described in contract numbered 2202 of the Oregon State Highway Commission.

An itemized statement of claimant's claim is hereto attached marked Exhibit "A" and is hereby by reference made a part hereof.

DATED at Portland, Oregon, this 4th day of December, 1940.

CONTRACTORS EQUIPMENT CORPORATION

By Robert D. Vial
Secretary

EXHIBIT "A"

HARRY L. RICE
To
CONTRACTORS EQUIPMENT CORPORATION, Dr.

1939			Debits	Credits	Balance
September	14	Screen Rubbers	$ 4.40		
	6	Screen Cloth	34.65		
	20	Screen Cloth	140.55		
November	25	Credit on account of defective screen cloth		$ 14.05	
1940					
January	24	Check		55.55	$110. 0

EXHIBIT "A"

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 5, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Contractors Equipment Corporation for $110.00 against the bond taken from Harry L. Rice, principal, and Fidelity & Casualty Company of New York, surety, for work on the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, contract No. 2202, which was received from Mr. J.S. Middelton, Attorney, Portland, Oregon, and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs. 3

RECEIVED
DEC 6 1940
FOR FILING

275-K-1

December 5, 1940

WESTERN FENCE & WIRE WORKS
1315 S. E. Ninth Avenue
Portland, Oregon

Attention S. H. Palmer, Mgr.

Gentlemen:

Replying to your inquiry of December 3, we advise as follows:

Bonding Company for R. O. Dail & Warren Bros.
on Contract No. 2282 -

U. S. FIDELITY & GUARANTY CO.
M. K. Sprott, Resident Agent
Bedell Building
Portland

Bonding Company for H. L. Rice on Contract No. 2202 -

FIDELITY & CASUALTY CO. OF NEW YORK
Geo. S. Kerr Co., Resident Agent
Title & Trust Building
Portland

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

WESTERN FENCE & WIRE WORKS
[MANUFACTURERS]

Wire and Iron Work
Fence Erectors

SAND GRAVEL SCREENS

Spiral Wire Conveyors
Belting

Trade Mark Reg. :: Patented

1315 SOUTHEAST NINTH AVE., Corner of Main :: P. O. BOX 2068
PORTLAND, OREGON

RECEIVED
1940

December 3, 1940

Secretary of Highway
Salem,
Oregon

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, FIRES, ACCIDENTS, DELAYS OF CARRIERS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR REASONABLE CONTROL. QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

Gentlemen:

Would you please advise us who the bonding companies are the following Contract Numbers:

R. O. Dail, Warm Springs Job, Contract No. 2282

H. L. Rice, Hosner Road Job, Contract No. 2202

We have filed our claim with the Secretary of State but can get no information as to who bonded these jobs.

Thanking you in advance, we are,

Very truly yours,

WESTERN FENCE & WIRE WORKS

BY S H Palmer
S. H. Palmer Mgr.

RECEIVED
DEC 3 1940
FOR FILING

275-E-1

#2202
w

December 2, 1940

Mr. Dean F. Bryson
Attorney at Law
Suite 1206 Guardian Bldg.
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of November 29 and advise that the contractor and surety were notified of Mr. Bell's claim against the bond on Contract No. 2202 on November 9, and against the bond on Contract No. 2282 on November 12.

To date we have had no reply to these notices.

Very truly yours,

ORECON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D. G. DeSart

DEAN F. BRYSON
ATTORNEY AT LAW
ATWATER 3818
SUITE 1205 GUARDIAN BLDG.
PORTLAND, OREGON

November 29, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed find copies of letters this day forwarded to U. S. Fidelity & Guaranty Company and the Fidelity & Casualty Company of New York, notifying them of the claim of M. J. Bell for services rendered on the Troutdale-Sandy Road or Strebin Road-Hosner Road, contract being No. 2202, and Warm Springs Secondary Highway, contract being No. 2282.

In your letter of October 29, you stated that you were not notifying the surety companies and contractors of the Bell claim until amended notices had been filed through the office of Secretary of State. I presume that after said amended notices were filed, you notified the surety companies and contractors of the Bell claim. Will you please advise if you have had any reply to your notices as Mr. Bell is anxious that I proceed in this matter.

#2202 on 11-9-40
yes #2282 on 11-12-40

Very truly yours,

Dean F. Bryson
Dean F. Bryson

DB:P
ENCL-2

November 29, 1940

The Fidelity & Casualty Company of N. Y.
Porter Building
Portland, Oregon

Gentlemen:

COPY

This is to advise you that M. L. Bell, sometimes known as Melford Bell, has filed a claim with the Secretary of State and Oregon Highway Commission in the sum of $200.00 for truck services performed and furnished to H. L. Rice on the Troutdale-Sandy Road in Multnomah County, Oregon. The contract job on which services were performed was the Strebin Road-Hosner Road, being State contract No. 2202. The contractor was H. L. Rice, and your company, The Fidelity & Casualty Company of New York, the surety. Your bond was executed July 19, 1939 and countersigned by George S. Keer, resident agent.

This is to further advise you that unless payment is made to my office, action will be filed for the recovery of this claim, pursuant to Chapter 517, Oregon Laws, 1939.

Very truly yours,

Dean F. Bryson

DB:P

November 29, 1940

U. S. Fidelity & Guaranty Company
Bedell Building
Portland, Oregon

Gentlemen:

COPY

This is to notify you that M. J. Bell, sometimes known as Melford Bell, has filed a claim with the Secretary of State and Oregon State Highway Commission for work performed on the Warm Springs secondary Highway in Jefferson County. The services are as follows:

Labor performed	$135.00
Truck hire and truck services	79.00
Total	$214.00

This work was covered by contract No. 2282, the contractor being R. O. Dail & Warren Bros. Inc., principals and contractors; H. L. Rice, subcontractor; and your company, U. S. Fidelity & Guaranty Company, surety.

Your bond was executed the 23rd day of February, 1940, countersigned by Raymond C. Weiss, resident agent; if payment is not made of this claim, action will be filed on behalf of Mr. Bell, pursuant to Chapter 517, Oregon Laws, 1939.

Very truly yours,

Dean F. Bryson

DB:P

NOTED

RECEIVED
NOV 22 1940
FOR FILING

275-E-1

November 22, 1940

Hon. Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of November 20 enclosing three copies of a notice of claim by R. O. Dail & Warren Bros., Inc., for $1,683.70, against the bond taken from H. L. Rice Principal, and Fidelity & Casualty Co. of New York, surety, for work on the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, State Highway Contract No. 2202.

We have made note of this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

MBL

NOTED
D. G. DeSart

November 22, 1940

FIDELITY & CASUALTY CO. OF NEW YORK
Geo. S. Kerr, Local Agent
Title & Trust Building
Portland, Oregon

Gentlemen:

We have today received through the office of the Secretary of State copies of a notice of claim by R. O. Dail & Warren Bros., Inc., in the amount of $1,683.70, against H. L. Rice for rentals of equipment and labor furnished in connection with work on State Highway Contract No. 2202 for grading and surfacing the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road.

Inasmuch as you appear as surety for the contracting firm on this job, we hand you herewith, for your information and the requisite attention, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MEL

cc - H. L. Rice
9 N. E. 31st Avenue
Portland

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 20, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by R. O. Lail and Warren Bros. Inc. for $16[illegible]3.70 against the bond taken from H. L. Rice, principal, and Fidelity & Casualty Co. of New York, surety, for work on the Strebin Road-Horner Road Section of the Troutdale-Sandy County Road, contract No. 2202, which was received from Sheppard & Phillips, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

[illegible]
encs. 3

REFERRED
Mrs Lewis
BY SECRETARY
prepare usual letter

COPY

NOTICE OF CLAIM AGAINST BOND

To the State of Oregon, Secretary of State of the State of Oregon, and the State Highway Commission of the State of Oregon:

Notice hereby is given that the undersigned, R. O. Dail & Warren Bros., Inc., has a claim for rentals of equipment and labor furnished in the sum of Sixteen Hundred Eighty-three Dollars and seventy cents ($1683.70) against H. L. Rice and the Fidelity & Casualty Co. of New York, his bondsmen, for the work on contract No. 2202 between the State of Oregon and H. L. Rice for grading and surfacing the Strebi Road-Hosner Road Section of the Troutdale-Sandy County Road.

R. O. DAIL & WARREN BROS., INC.

By R. O. Dail

Subscribed and sworn to before me this 19th day of November, 1940.

R. R. SCHLEY
Notary Public for Oregon
My commission expires: March 1, 1943.

(SEAL)

Endorsed: File No. 2963
Filed Nov 20, 1940
EARL SNELL, Secretary of State

RECEIVED
NOV 13 1940
FOR FILING

275-1-1

November 12, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of November 6, 1940, inclosing copies of amended notice of claim filed by N. J. Bell against Contracts No. 2202 and No. 2282.

In accordance with our usual practice we are today notifying the bonding companies and the contractors that the amended notices have been filed.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

November 12, 1940

Fidelity & Casualty Co.of New York
George S. Kerr Company, Agent
Title & Trust Building
Portland, Oregon

Gentlemen:

Inclosed herewith is an amended notice of claim which has been filed with the Secretary of State by W. J. Ball against H. L. Rice in connection with State Highway Contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DD:AH Secretary

cc - H. L. Rice
9 N. E. 31st Ave.
Portland, Oregon

COPY

AMENDED NOTICE

To Earl Snell, Secretary of State
and to Multnomah County:

Notice is hereby given that the undersigned, M. J. Bell, sometimes known and referred to as Melford Bell, has a claim for truck services performed and furnished in the sum of $200.00 against the bond taken from the Fidelity & Casualty Company of New York as executed by R. J. O'Meara, attorney, and countersigned by Geo. S. Kerr Co., Resident Agent for State of Oregon, and approved by J. M. Sehon of the State Insurance Department, the principal being H. L. Rice, contractor, for the work of surfacing and oiling the Strebin Road-Hosner Road on the Troutdale-Sandy Road in the County of Multnomah, State of Oregon, and more particularly referred to as contract No. 2202 of the State of Oregon Highway Commission records.

Dated this 2nd day of November, 1940.

M. J. BELL

Subscribed and sworn to before me this 2nd day of November, 1940

(SEAL)

DEAN F. BRYSON
Notary Public for Oregon

My commission expires : Feb. 17, 1941

Endorsed:

File No. 2956
Filed November 6, 1940
EARL SNELL, Secretary of State

AMENDED NOTICE

To Earl Snell, Secretary of State,
and to Jefferson County:

Notice is hereby given that the undersigned, M. J. Bell, sometimes known and referred to as Melford Bell, has a claim for $135.00, labor performed, and $79.00 for truck services performed and furnished, totalling $214.00. against the bond taken from the United States Fidelity & Guaranty Company, countersigned by Raymond C. Weiss, resident agent, and approved by J. M. Sehon of the State Insurance Department; R. O. Dail & Warren Bros.,Ind., principals, and contractors, H. L. Rice Sub-contractor, for the work of surfacing and oiling five and one-tenth miles of the Warms Springs Agency-Vanora on the Warm Springs Secondary Highway in Jefferson County, State of Oregon, and more particularly referred to as contract #2282 of the State of Oregon Highway Commission records.

Dated this 2nd day of November, 1940.

M. J. BELL

Subscribed and sworn to before me this 2nd day of November, 1940.

DEAN F. BRYSON
Notary Public for Oregon

(SEAL)

My commission expires: February 17, 1941

Endorsed:
File No. 2956
Filed November 6, 1940
EARL SNELL, Secretary of State

NOTED

November 12, 1940

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent,
Bedell Building
Portland, Oregon

Gentlemen:

Inclosed herewith is an amended notice of claim which has been filed with the Secretary of State by M. J. Bell against R. O. Dail & Warren Bros., Inc., H. L. Rice, subcontractor, in connection with State Highway Contract No. 2282, Warm Springs Agency-Vanora Section of the Warm Springs Secondary Highway.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM for our files.

cc - R. O. Dail & Warren Bros.,Inc.
8919 S. E. Foster Road
Portland, Oregon

H. L. Rice
9 N. E. 31st Ave.
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED

November 6, 1940

State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention H. B. Glaisyer, Secretary

Enclosed are copies of amended notices of two claims by M. J. Bell as follows;

Claim for truck services in the amount of $200.00 against the bond taken from Fidelity & Casualty Company, surety, by H. L. Rice, contractor, principal, for work on the Strebin Road-Hosner Road on the Troutdale-Sandy Road in Multnomah County, contract No. 2202.

Claim for labor and truck services furnished in the sum of $214.00 against the bond taken from the United States Fidelity & Guaranty Company, surety, and R. O. Dail & Warren Bros.Inc., principals, H. L. Rice sub-contractor, for work on the Warm Springs Agency-Vanora on the Warm Springs Secondary Highway in Jefferson County, contract No. 2282.

The amended notices have been filed today and we are asking that you kindly acknowledge receipt of the enclosed copies for our files.

Very truly yours,

Earl Snell

Secretary of State

S:FL

RECEIVED
NOV 13 1940
FOR FILING

275-R-1

November 12, 1940

Sheppard & Phillips
1208 Public Service Bldg.
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of November 6, and advise that the H. L. Rice contract No. 2202, for grading and surfacing the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, was completed June 1, 1940, and accepted by the Commission June 14, 1940.

The performance bond was furnished on this contract by the Fidelity & Casualty Co. of New York, for whom Geo. S. Kerr Co., Title and Trust Bldg., Portland, is the local agent.

It is our interpretation of the law that all claims should be filed against this bond within a period of six months after acceptance by the Commission, i. e. June 14, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:ES

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

November 5th, 1940

RECEIVED
[illegible] - 1940
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir: Re: Gresham-Stebbin job

Will you kindly advise me as to who the bonding company is who is carrying the bond on H. L. Rice's job, as well as the last date for filing a claim with the Secretary of State against the said bond.

Yours very truly,

SHEPPARD & PHILLIPS

By W. K. Phillips

WKP:rs

RECEIVED
NOV 13 1940
FO

275-B-1

November 8, 1940

Mr. Dean F. Bryson,
Attorney at Law
Suite 1206
Guardian Building
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of and thank you for your letter of November 4 enclosing affidavit executed by M. J. Bell, setting forth his claim against H. L. Rice and requesting a certified copy of the contract and bond. This affidavit is in response to our letter of October 29, transmitting the said certified copy of the contract and bond, hence we are not sending additional copies.

Yours very truly,

HBG:MC

Secretary

Certified copy mailed 10.26.40

DEAN F. BRYSON
ATTORNEY AT LAW
ATWATER 3819
SUITE 1206 GUARDIAN BLDG.
PORTLAND, OREGON

RECEIVED

November 4, 1940

State of Oregon Highway Commission,
Salem, Oregon

Gentlemen:

In compliance with your letter of October 29th enclosed find a separate affidavit executed by M. J. Bell in accordance with Chapter 517 Oregon Laws 1939.

I am this day forwarding amended notices as per your request to the Secretary of State, in which I have separated the two claims and named the respective contractors and sureties.

Thanking you for your co-operation.

Very truly yours,

Dean F. Bryson
Dean F. Bryson

DFB:M
Encl.

ANSWERED
H. B. GLAISYER

STATE OF OREGON)
) ss.
County of Multnomah)

I, M. J. Bell, sometimes known and referred to as Melford Bell, being first duly sworn, depose and say:

That I was employed by H. L. Rice, original contractor on the Strebin Road-Hosner Road contract on the Troutdale-Sandy Road highway, in Multnomah County, Oregon, to operate a truck and furnish truck services to one H. L. Rice, and that I was further employed by said H. L. Rice, sub-contractor for R. O. Dail & Warren Bros. Inc. to perform labor, operating a truck, and furnished truck services on the Warm Springs Agency-Vanora contract on the Warm Springs Secondary Highway in Jefferson County, State of Oregon, and that I have performed said labor and supplied said truck services, and that I have a balance of $414.00 due me for the same, payment of which has not been made, and I make this affidavit as provided in Chapter 517 Oregon Laws 1939 so as to be furnished with a certified copy of said contract and bond for both of said road jobs, being described by the State of Oregon Highway Commission as contract #2202 and contract #2282.

x M J Bell

Subscribed and sworn to before me this 2nd day of November, 1940.

Geo L Borgen
Notary Public for Oregon

My commission expires: Feb. 17, 1941.

RECEIVED
NOV 1 [illegible]
FOR

5-75-K-1

October 29, 1940

Mr. Dean F. Bryson
Attorney at Law
Guardian Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of October 25 and also carbon copy of your affidavit of claim through the Secretary of State.

We have mailed under separate cover certified copies of Contracts Nos. 2202 and 2282 in accordance with your request. However, it is necessary that you furnish this office with an original affidavit of claim, preferably separate affidavits for each contract, and we have mailed these certified copies with the understanding that you will furnish these affidavits at your earliest convenience. Most of the information requested in your letter can be obtained from the copies of the contract.

Mailed
10-26-40

We are not bringing these claims to the attention of the surety companies and contractors on the respective jobs at this time, pending receipt of amended notices through the office of the Secretary of State, as we understand you are filing amended notices separating the two claims and naming the respective contractors and sureties.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 1940

October 25, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by M. J. Bell for $414.00 for work of H. L. Rice on the Division Road in Multnomah County and for the Warm Springs Road Job, which was received from Mr. Dean F. Bryson, Attorney, Portland, Oregon, and filed in this office today. Mr. Bryson advices that he will forward an amended notice of claim as soon as he is notified of the contractors and contracts from your office.

Please acknowledge receipt of the copies in our to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO
DeSart
BY SECRETAR

Form usual letters prepared

NOTICE

To Earl Snell, Secretary of State, and to Multnomah County:

Notice is hereby given that the undersigned, M. J. Bell, sometimes known and referred to as Melford Bell, has a claim for XXXX $414.00 for labor performed and truck service rendered against the bond taken from ______________, for the work of a contractor, M. L. Rice, said work consisted of road work in the repair of Division Road running East from Fairview in the County of Multnomah and State of Oregon, described as ______________, and for further road work performed on the Warm Springs Road between Madras and Bear Springs, Oregon, described as ______ ____________. There is a balance of $200.00 due on the Division Road job, and a balance of $214.00 due on theWarm Springs Road Job. The original contractor on the Warm Springs Road job was Dale Warren.

Dated this 7th day of October, 1940.

M. J. BELL

Subscribed and sworn to before me this 7th day of October, 1940.

(SEAL)

DEAN F. BRYSON
Notary Public for Oregon
My commission expires: Feb. 17, 1941.

Endorsed: File No. 2956
Filed October 25, 1940
EARL SNELL
Secretary of State

NOTICE

To Earl Snell, Secretary of State, and to Multnomah County:

Notice is hereby given that the undersigned, M. J. Bell, sometimes known and referred to as Melford Bell, has a claim for XXXX $414.00 for labor performed and truck service rendered against the bond taken from ______________, for the work of a contractor, H. L. Rice, said work consisted of road work in the repair of Division Road running East from Fairview in the County of Multnomah and State of Oregon, described as ________________, and for further road work performed on the Warm Springs Road between Madras and Bear Springs, Oregon, described as ______ ____________. There is a balance of $200.00 due on the Division Road job, and a balance of $214.00 due on theWarm Springs Road Job. The original contractor on the Warm Springs Road job was Dale Warren.

Dated this 7th day of October, 1940.

M. J. BELL

Subscribed and sworn to before me this 7th day of October 1940.

(SEAL)

DEAN E. BRYSON
Notary Public for Oregon
My commission expires: Feb. 17, 1941.

Endorsed: File No. 2956
Filed October 25, 1940
EARL SNELL
Secretary of State

NOTICE

To Earl Snell, Secretary of State, and to Multnomah County:

Notice is hereby given that the undersigned, M. J. Bell, sometimes known and referred to as Melford Bell, has a claim for ~~XXXX~~ $414.00 for labor performed and truck service rendered against the bond taken from ______________, for the work of a contractor, H. L. Rice, said work consisted of road work in the repair of Division Road running East from Fairview in the County of Multnomah and State of Oregon, described as ______________, and for further road work performed on the Warm Springs Road between Madras and Bear Springs, Oregon, described as ______ ____________. There is a balance of $200.00 due on the Division Road job, and a balance of $214.00 due on the Warm Springs Road Job. The original contractor on the Warm Springs Road job was Dale Warren. Chapter 517 Oregon Laws of [illegible]

Dated this 7th day of October, 1940.

M. J. BELL

Subscribed and sworn to before me this 7th day of October 1940.

(SEAL)

DEAN F. BRYSON
Notary Public for Oregon
My commission expires: Feb. 17, 1941.

Endorsed: File No. 2956
Filed October 25, 1940
EARL SNELL
Secretary of State

DEAN F. BRYSON
ATTORNEY AT LAW
ATWATER 3819
SUITE 704 GUARDIAN BLDG.
PORTLAND, OREGON

RECEIVED
1940

October 25, 1940

State Highway Department
Salem, Oregon

Gentlemen:

I make the following inquiry on behalf of Melford G. Bell, who furnished labor and truck services for road work on Division Street, east of Fairview Road, in Multnomah County, and on the Warm Springs Road between Madras and Warm Springs, Jefferson County, Oregon

2202
2282

Mr. Bell was employed by H. L. Rice, sub-contractor, and has $200.00 due him from the Division Street job, and $214.00 due him from the Warm Springs Road job.

copies mailed
10-28-40

I understand Mr. Dale Warren was the original contractor on the Warm Springs Road. Would you please advise me if this is correct, and the name of the original contractor on the Division Street work.

Would you please advise further, date each job was accepted by the State, the description number given each job by the State Highway Department, and the name of the bonding company and sureties on each job.

Would you please forward to Mr. Bell in care of my office, in accordance with Chapter 517 Oregon Laws of 1939, a certified copy of the contract and bond covering each of the two road jobs.

An affidavit of Mr. Bell's interest has been filed with the Secretary of State.

Very truly yours,

Dean F. Bryson

Dean F. Bryson

DFB:M

REFERRED TO
DeSart
BY SECRETARY

prepare certified copy — see me
also letter in reply.
H.N.?

NOTED
D. G. DeSart

RECEIVED
NOV 1 1940
FOR FILING

375-B-1

October 29, 1940

Mr. S. H. Wilderman
WILDERMAN & KOBIN
Guardian Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of October 26 and advise that we have no record of Mr.A. Milne ever having any work with the Oregon State Highway Commission in the vicinity of Gresham. However, Mr. H. L. Rice, whose address is 9 N. E. 31st Avenue, Portland, recently completed the grading, surfacing, and oiling of the Strebin Road–Hosner Road Section of the Troutdale-Sandy Road County Road, in Multnomah County, which is State Highway Contract No. 2202, for Fidelity & Casualty Company of New York furnished the performance bond for Mr. Rice through Geo. S. Kerr Company, Local Agents.

It is possible that your claim is against Mr. Rice. His work on the above-named contract was completed June 1 and Accepted June 14, 1940, by the State Highway Commission.

If we can be of any further service to you, please do not hesitate to ask.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

NOTED
D. G. DeSart

H. WILDERMAN
NORMAN B. KOBIN

TELEPHONE BE 1108

LAW OFFICES OF
WILDERMAN AND KOBIN
GUARDIAN BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1940
STATE HIGHWAY COMMISSION

October 26, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: A. Milne, General Contractor
Fidelity & Casualty Co., Surety
Road contract, Gresham, Oregon

Gentlemen:

This office represents a possible claimant for materials and supplies on the highway contract which I have attempted to describe above. I do not know whether this was contract No. 2202, but I am seeking to inquire at this time as to the date of acceptance by Oregon State Highway Commission of the contract performance.

This, of course, as you realize, is necessary in order to establish a claim, and I trust that you will be kind enough to answer me in this regard.

Please find enclosed a stamped, self-addressed envelope for the convenience of your reply.

Very truly yours,

S H Wilderman

SHW:KP
Enclosure

RECEIVED
NOV 1 1940
FOR FILING

275-B-1

October 29, 1940

Mr. Will H. Masters
Attorney at Law
1401 Yeon Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of October 25 transmitting certificate of claim supporting your request for a certified copy of the H. L. Rice contract, No. 2202, in behalf of Wentworth & Irwin, Inc, and advise that we have mailed this copy to you under separate cover, and are again bringing this claim to the attention of the surety and contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DOD:MEL

NOTED
D. G. DeSart

October 26, 1940

Fidelity & Casualty Co. of New York
Mr. Geo. S. Kerr
Title & Trust Bldg.
Portland, Oregon

Gentlemen:

We are today mailing to Mr. Will H. Masters, Yeon Building, Portland, a certified copy of the H. L. Rice contract No. 2202, in accordance with the affidavit of claim filed by Wentworth & Irwin, Inc., showing the sum of $2739.76 due them for labor and truck rental furnished Mr. Rice by E. W. Albano, which claim was sold, assigned and transferred by Mr. Albano to Wentworth & Irwin, Inc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary

DGD:BS

cc - H. L. Rice
9 N.E. 31st Ave.
Portland, Oregon

Copy mailed 12-28-46
WSD

no letter [illegible]

WILL H. MASTERS
ATTORNEY AT LAW
1401 YEON BUILDING
PORTLAND, OREGON

RECEIVED
OCT 26 1940

October 25, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

I am enclosing herewith affidavit of Chas. G. Irwin, secretary of Wentworth & Irwin, Inc., requesting certified copy of contract and bond.

Yours truly,

Will H. Masters
AGA

/AGA

REFERRED TO
DeHart
BY SECRETARY

prepare certified copy & letter of transmittal.
also notify surety & contractor of claim
[illegible]

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, CHAS. G. IRWIN, being first duly sworn, on oath say:

That I am secretary of Wentworth & Irwin, Inc. That E. W. Albano performed work and labor and furnished trucks for H. L. Rice, which work and labor and trucks were used in the construction of the Hossner Road Project in Multnomah County, State of Oregon. That there is due and owing on account thereof the sum of $2739.76, which claim is also against the bond taken from H. L. Rice, and Fidelity and Casualty Company of New York, which claim, for a valuable consideration, was sold, assigned and transferred by E. W. Albano to Wentworth & Irwin, Inc., and that said claim has not been paid.

Wherefore, your affiant requests the Commission to furnish him with a certified copy of said contract and bond.

Subscribed and sworn to before me this 25th day of October, 1940.

W. A. Master

Notary Public for Oregon.

My Comm. expires: Oct 5/43

RECEIVED
OCT 26 1940
FOR FILING

275-B-1

October 24, 1940

Hon. Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of October 15, enclosing three copies of a notice of claim by Frank V. Bowman against H. L. Rice, in the sum of $189.18, for labor performed in connection with State Highway Contract No. 2202, Strehin Road-Hosner Road Section of the Troutdale-Sandy Road County Road, in Multnomah County.

We have made note of this claim in our records of this job and will see that copies of the notice thereof are today forwarded to the contractor and his surety, Fidelity & Casualty Company of New York.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

NOTED
D. G. DeSart

October 24, 1940

FIDELITY & CASUALTY COMPANY OF NEW YORK
Geo. S. Kerr, Local Agent
Title & Trust Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State three copies of a notice of claim by Frank V. Bowman against H. L. Rice, in the sum of $189.18, for labor performed in connection with State Highway Contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy Road County Road in Multnomah County.

Inasmuch as you are surety for Mr. Rice on this job, we hand you herewith, for your information and attention, one of the copies of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MHL

cc - H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

STATE HIGHWAY COMMISSION

October 15, 1940

State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention H. B. Glaisyer, Secretary

Enclosed are copies of a notice of claim by Frank V. Bowman for labor performed in the sum of $189.18 against the bond taken from H. L. Rice, principal, and the Fidelity & Casualty Company of New York, surety for work in connection with contract No. 2802.

Kindly acknowledge receipt of the copies for our files.

Very truly yours,

Earl Snell

Secretary of State

[illegible]:FL

Enc.

COPY

NOTICE OF CLAIM

TO THE STATE OF OREGON

Notice is hereby given that the undersigned, FRANK V. BOWMAN, has a claim for labor performed, in the sum of One Hundred and Eighty-nine and 18/100 ($189.18) Dollars, against the bond taken from H. L. Rice, principal, and Fidelity & Casualty Company of New York, surety, for the work contracted to be done by said principal, under State Highway Contract No. 2202, in connection with the Strebin Road — Hosner Road project in Multnomah County, Oregon.

FRANK V. BOWMAN

State of Oregon }
County of Multnomah } ss

BE IT KNOWN that on the 12th day of October, 1940, personally appeared before me the above named Frank V. Bowman, who executed the within claim and certified the contents thereof to be true and correct, as he verily believed.

DAN J. KENNEY
Notary Public for Oregon

(SEAL) My Commission Expires; April 15, 1942

NOTICE OF CLAIM.

Endorsed:
File No. 2941
Filed October 15, 1940
EARL SNELL, Secretary of State

RECEIVED
OCT 7 1940
FOR FILING

215-P-1

October 5, 1940

J. E. Haseltine & Co.,
2nd Avenue & Ash St.,
Portland, Oregon

Gentlemen:

Replying to your two letters of October 4, 1940, am pleased to give you the following information in regard to H. L. Rice's contract on the Strebin Road-Hosner Road, and R. O. Dail & Warren Brothers contract on the Warm Springs-Vanora project:

> Contract No. 2202 - Awarded to H. L. Rice on July 13, 1939, covering grading, surfacing and oiling on the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road. Completed June 1, 1940, accepted by State Highway Commission on June 14, 1940.
>
> Contract No. 2282 - Awarded to R. O. Dail & Warren Bros. on February 15, 1940, covering the surfacing and oiling of the Warm Springs Agency-Vanora Section of the Warm Springs Highway. Completed September 15, 1940. This project has not been accepted by the State Highway Commission but probably will be accepted at the meeting of the Commission next week, October 10 & 11, 1940.

Yours very truly,

DD:MC

Secretary

NOTED
D. G. DeSart

SPORTING GOODS
PIPE, VALVES AND FITTINGS
TIRES AND BATTERIES

PHONE AT. 7511

IRON STEEL PIPE
J. E. Haseltine & Co.
DISTRIBUTORS

HEAVY HARDWARE
WELDING EQUIPMENT
MILL AND SHOP SUPPLIES
AUTOMOTIVE HARDWARE

2ND AVE. & ASH ST.
PORTLAND, OREGON

October 4, 1940

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Will you please give us the date when the job was accepted which was done by H. L. Rice in the vicinity of Gresham on the Hosner-Strebins road.

Yours very truly,

J. E. HASELTINE & CO.

KAK:LT

DeSart
prepare reply
CHS

Secretary

cc - H. L. Rice,
9 N. E. 31st Ave.
Portland, Oregon

NOTED
D. G. DeSart

RECEIVED
OCT 7 1940
FOR FILING

273-B-1

October 4, 1940

Fidelity & Casualty Co. of New York,
George S. Kerr Company
Title & Trust Building
Portland, Oregon

Gentlemen:

We have been advised that Frank V. Bowman of Portland, Oregon, has a claim in the amount of $263.53, for labor performed in connection with State Highway Contract No. 2202 which was awarded to H. L. Rice for the surfacing and oiling of the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, in Multnomah County.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly,

MC Secretary

cc - H. L. Rice,
9 N. E. 31st Ave.
Portland, Oregon

NOTED
D. G. DeSart

October 4, 1940

Mr. Frank V. Bowman,
15440 S. E. Francis St.,
Portland, Oregon

Dear Sir:

We are in receipt of a letter from the Bureau of Labor transmitting your claim in the amount of $263.53, against H. L. Rice, for labor performed by you in connection with the Strebin Road-Hosner Road project in Multnomah County, State Highway Contract No. 2202.

In connection with this project Mr. Rice was required to furnish the State a bond for the protection of claims incurred against the job. This bond was written by the Fidelity & Casualty Company of New York, for whom George S. Kerr Company, is the local representative with offices in the Title & Trust Building, Portland. I would suggest that you file notice of your claim with the bonding company and also with the Secretary of State, in conformance with Chapter 517, Oregon Laws of 1939, a mimeographed copy of which is enclosed.

In accordance with our usual practice we are today notifying the bonding company and the contractor of this claim.

Yours very truly,

MC Secretary

cc - W. E. Kimsey,
Deputy Labor Commissioner
1130 S. W. 3rd Avenue
Portland, Oregon

NOTED
D. G. DeSart

October 4, 1940

Mr. W. E. Kimsey,
Deputy Labor Commissioner
1130 S. W. 3rd Avenue
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 2 enclosing claim of Frank V. Bowman, in the amount of $263.53, for labor furnished H. L. Rice in connection with the Strebin Road-Hosner Road project in Multnomah County, State Highway Contract No. 2202.

In accordance with our usual practice we are notifying the bonding company and the contractor of this claim.

Yours very truly,

Secretary

MC

NOTED
D. G. DeSart

PORTLAND, OREGON

Mill at
Gresham
Electric - Line
1939

Sep ①

Aug	HOU	RATE		CHECKS
2	8	75	6 00	
			6	
10	8	75	6 00	
11	8	75	6 00	
12	8	75	6 00	
			18 00	
14	8	75	6 00	
15	8	75	6 00	
16	8	75	6 00	
17	8	75	6 00	
18	8	75	6 00	
19	8	75	6 00	
			36 00	
21	8	75	6 00	
22	8	75	6 00	
23	8	75	6 00	$
24	8	75	6 00	30 94
25	8	75	6 00	
26	8	75	6 00	
			36 00	
28	8	75	6 00	
29	8	75	6 00	$
30	8	75	6 00	29 94
31	8	75	6 00	
			24 00	
Sep				
1	8	75	6 00	
2	8	75	6 00	
			12 00	

Sep				Checks
4	8	75	6 00	
5	8	75	6 00	
6	8	75	6 00	$
7	8	75	6 00	29 94
8	8	75	6 00	
9	8	75	6 00	
			36 00	
10	8	75	6 00	
11	8	75	6 00	
12	8	75	6 00	
13	8	75	6 00	
14	8	75	6 00	
15	8	75	6 00	
16	8	75		
			42 00	
18	8	75	6 00	$
19	8	75	6 00	62 87
20	8	75	6 00	
21	8	75	6 00	
22	8	75	6 00	
23	8	75		
			36 00	
24	9½	75	7 12	
25	8	75	6 00	
26	8	75	6 00	$
27	8	75	6 00	29,94
28	8	75		
			31 12	

#2202 ract 2202

ADDRESS ALL COMMUNICATIONS TO THE BUREAU OF LABOR

LAND, OREG

2	8	75	6	00		
3	8	75	6	00		
4	8	75	6	00		
5	8	75	6	00		
6	8	75	6	00		
7	8	75	6	00		
			[illegible]			
9	8	75	6	00		
10	8	75	6	00		
11	8	75	6	00		
12	8	75	6	00		
13	8	75	6	00		
14	8	75	6	00		
			[illegible]			
16	8	75	6	00		
17	8	75	6	00		
18	8	75	6	00		
19	8	75	6	00		
20	8	75	6	00		
21	4	75	3	00		
			33	00		
23	8	75	6	00		
25	5	75	3	75		
26	5	75	3	75		
27	7	75	5	25		
28	8	75	6	00		
			24	75		
30	7	75	5	25		
nov						
1	8	75	6	00		
2	8	75	6	00		
3	8	75	6	00	136	61
4	8	75	6	00		
			24	00		

NOV				
6	7	75	5	25
7	8	75	6	00
8	8	75	6	00
9	8	75	6	00
10	8	75	6	00
			29	25
13	7	75	5	25
14	6	75	4	50
15	6	75	4	50
16	8	75	6	00
17	6	75	4	50
			24	75
22	6	75	4	50
24	7	75	5	25
25	5	75	3	75
			13	50
27	6	60	3	60
28	6	60	3	60
30	4½	60	2	70
DEC 1	6	60	3	60
2	6	60	3	60
			17	10
4	5½	60	3	30
5	8	60	4	80
6	7	60	4	20
7	7	60	4	20
			16	50
13	7	60	4	20
			4	20

[illegible]nst #2202 [illegible]ract 2202

[illegible] Sec't.

ADDRESS ALL COMMUNICATIONS TO THE BUREAU OF LABOR

[illegible] Section Line

1940

Mar[illegible]

1	8	60	4	80
2	7	60	4	20
			9	00
4	4	60	2	40
			2	40
13	7	60	4	20
14	8	60	4	80
15	8	60	4	80
16	8	60	4	80
			18	60
18	8	60	4	80
19	8	60	4	80
20	8	60	4	80
21	8	60	4	80
22	8	60	4	80
23	8	60	4	80
			28	80
25	8	60	4	80
26	7	60	4	20
27	8	60	4	80
28	7	60	4	20
29	7	60	4	50
30	8	60	4	80
			27	30

APR

1	7	60	4	20
2	8	60	4	80
3	8	60	4	80
4	8	60	4	80
5	8	60	4	80
6	6	60	3	60
			27	00
7	7	60	4	20
8	8	60	4	80
			9	00

TOTAL EARNED $122.10

On Buchanan & Section Line

Grand Total -

$263.53

[illegible] against #2202 [illegible] contract 2202

D. G. Dean Supt.

PORTLAND

ADDRESS ALL COMMUNICATIONS TO THE BUREAU OF LABOR

1940
JAN

27	7	60	4 20
30	8	60	4 80
31	7	60	4 20
			13 20
FEB			
1	7	60	4 20
2	4	60	2 40
3	8	60	4 80
			11 40
5	8	60	4 80
6	8	60	4 80
7	8	60	4 80
8	4	60	3 20
9	8	60	4 80
10	5	60	3 00
			25 40
12	8	60	4 80
14	5	60	3 00
15	8	60	4 80
17	6	60	3 60
			16 20
20	6	60	3 90
21	8	60	4 80
22	8	60	4 80
23	8	60	4 80
24	8	60	4 80
			23 10
26	8	60	4 80
27	6	60	3 90
28	8	60	4 80
29	8	60	4 80
			18 30

25.00

③

1	8	60	4 80	
2	7	60	4 20	Check
			4 00	
checks 4	4	60	2 40	
			2 40	
13	7	60	4 20	
14	8	60	4 80	
15	8	60	4 80	
16	8	60	4 80	23 10
			18 60	
18	8	60	4 80	
19	8	60	4 80	
20	8	60	4 80	
21	8	60	4 80	
22	8	60	4 80	
23	8	60	4 80	
			28 80	
25	8	60	4 80	
26	7	60	4 20	
27	8	60	4 80	
28	7	60	4 20	
29	7	60	4 50	
30	8	60	4 80	
			27 30	
APR				
1	7	60	4 20	
2	8	60	4 80	
3	8	60	4 80	
4	8	60	4 80	
5	8	60	4 80	
6	6	60	3 60	10.00
			27 00	
7	7	60	4 20	
8	8	60	4 80	
			9 00	

Total Earned on Gresham Job $766.87
Paid $353.34
413.53
Paid later 150.00 on Gresham
Ballance = 263.53 or section line

1940		
May	4 -	5,00
May	16 -	10.00
June	7 -	30.00
June	4	50.00
AUG	17	50.00
AUG	28	5.00
		$150.00

Frank V. Bowman
15440-S.E. Francis S.T.

PORTLAND, OREG.

To all against #2202 ... this

ntract 2202

ADDRESS ALL COMMUNICATIONS TO THE BUREAU OF LABOR

BRANCH OFFICE
ADISON BUILDING, 1130 S. W. 3RD AVENUE
PORTLAND, OREGON

W. E. KIMSEY
DEPUTY COMMISSIONER

W. A. CARTER, JR.
ATTORNEY

BRANCH OFFICE
KLAMATH FALLS, OREGON

O. D. MATTHEWS
DEPUTY COMMISSIONER

STATE OF OREGON
BUREAU OF LABOR
STATE WELFARE COMMISSION
C. H. GRAM
COMMISSIONER

301 STATE LIBRARY BUILDING
SALEM, OREGON

CHAS. A. LEE
CHIEF INSPECTOR
SALEM, OREGON

W. R. VOLHEYE
CHIEF ELECTRICAL ENGINEER
SALEM, OREGON

DOROTHY HITE
CHIEF CLERK
SALEM, OREGON

1130 S. W. 3rd Avenue
Portland, Oregon
October 2, 1940

State Highway Commission
Salem, Oregon

ATTENTION: Mr. Webber

Gentlemen:

Enclosed please find additional claim of Frank V. Bowman, 15440 S. E. Francis Street, Portland, against H. L. Rice, Contractor, for total of $263.53.

Yours very truly,

BUREAU OF LABOR
C. H. GRAM, Commissioner

By W. E. Kimsey
Deputy

Encl
Copy to Salem office

Mr. Glaisyer -
Part of this claim was probably against the Stuchin Road - Hosner Rd project contract 2202
detailed statement indicates this
charge all against #2202
DGDeSart

NOTED
D. G. DeSart

RECEIVED
OCT 7 1940
FOR FILING

275-B-1

October 3, 1940

Honorable Earl Snell,
Secretary of State
Salem, Oregon

Dear Sir:

Thank you for your letter of October 2 enclosing copies of notice of claim filed by the National Hospital Association, for $300.90, against the bond furnished by H. L. Rice in connection with State Highway Contract No. 2202 which was awarded to Mr. Rice to cover the construction of the Strebin Road-Hosmer Road Section of the Troutdale-Sandy Road, in Multnomah County.

In accordance with our usual practice we are sending a copy of this claim to the contractor and his surety.

Yours very truly,

MC

Secretary

NOTED
D. G. DeSart

October 3, 1940

Fidelity & Casualty Co. of New York,
George S. Kerr Company
Title & Trust Building
Portland, Oregon

Gentlemen:

We are enclosing a copy of notice of claim which has been filed against the bond furnished by H. L. Rice in connection with State Highway Contract No. 2202, covering construction of the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, in Multnomah County. You will note this claim is in the amount of $300.90 and represents medical, surgical and hospital care furnished to employees on this project.

This information is given you as you appear as surety on the bond involved.

Yours very truly,

Secretary

MC
encl.

cc - H. L. Rice,
9 N. E. 31st Ave.,
Portland, Oregon

COPY

TO THE STATE OF OREGON AND TO THE SECRETARY OF STATE
OF THE STATE OF OREGON:

Notice is hereby given that the undersigned, National Hospital Association, an Oregon corporation, has a claim for furnishing medical, surgical and hospital care and other attention incident to sickness and injury, in the sum of $300.90 against the bond taken from H. L. Rice, an individual, as principal, and Fidelity and Casualty Company of New York, as surety, to-wit:

(1) Contract #2202, covering 3.25 miles grading, surfacing and oiling on Strebin Road - Hosner Road Section of Troutdale-Sandy Road.

That the undersigned furnished medical, surgical and hospital care and other needed care and attention incident to sickness and injury to the employees of said H. L. Rice, between the 1st day of August, 1939 and the 31st day of December, 1939, inclusive, pursuant to contract by the terms of which the said H. L. Rice agreed to pay for such services the amount above stated and said H. L. Rice did deduct from the wages of its employees, employed upon the aforesaid work for such services so rendered by the undersigned, pursuant to the terms of Sections 49-1501, 49-1502, 49-1503 and 49-1504, Oregon Code 1930, the said sum of $300.90, and retains the same and has failed to pay it over to the undersigned.

Dated at Portland, Oregon this 27th day of Sept. 1940.

NATIONAL HOSPITAL ASSOCIATION (SEAL)

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 2, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention: Mr. [illegible] B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by National Hospital Association for $[illegible] against the bond taken from H. L. Rice, principal, and Fidelity & Casualty Company of New York, surety, for work on contract No. [illegible], which was received and filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

E:L
Encs. 3

RECEIVED
SEP 30 1940
FOR FILING

325-R-1

September 28, 1940

Fidelity & Casualty Company of New York
George S. Kerr Company
Title and Trust Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been forwarded to this office by the Secretary of State advising of the claim of the Howard-Cooper Corporation, in the amount of $2517.71, against the bond taken from H. L. Rice in connection with state highway contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - H. L. Rice
9 N. E. 31st St.
Portland, Oregon

NOTED
D. G. DeSart

September 28, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of September 24, 1940, inclosing copies of notice of claim which has been filed by the Howard-Cooper Corporation against the bond taken from H. L. Rice in connection with state highway contract No. 2202.

In accordance with our usual practice we are today notifying the bonding company and the contractor that the claim has been filed.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

NOTED
D. G. DeSart

September 28, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of September 24, 1940, inclosing copies of notice of claim which has been filed by the Howard-Cooper Corporation against the bond taken from H. L. Rice in connection with state highway contract No. 2202.

In accordance with our usual practice we are today notifying the bonding company and the contractor that the claim has been filed.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 26 1940
[illegible]
STATE HIGHWAY COMMISSION

September 24, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. [illegible]

There are enclosed for your information and files, three copies of a notice of claim by Howard-Cooper Corporation for $2517.71 against the bond taken from H. L. Rice, principal, and Fidelity & Casualty Company of New York, surety, for work on the Strebin Road-Hosmer Road section of the Troutdale-Sandy Road, contract No. 2262, which has been filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

:F
Encl. 3

NOTED
[illegible]

COPY

HOWARD COOPER CORPORATION
Main office and warehouse
307 S. E. Hawthorne Boulevard
Portland, Oregon

Sept. 20, 1940

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, Howard-Cooper Corporation, has a claim for equipment rentals and parts in the sum of $2517.71 against the bond taken from the Fidelity & Casualty Company of New York on the H. L. Rice state highway contract No. 2202 on the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road.

We are attaching hereto an itemized statement of both the rental and parts charges.

Will you kindly place this claim on record and acknowledge receipt of it to us.

Yours truly,

HOWARD-COOPER CORPORATION

B. A. WILSON
B. A. Wilson
Credit manager

BAW:M
Enc.
cc Fidelity & Casualty Co.

HOWARD COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

Sept. 20, 1940

H. L. Rice -- Rental Account

		DEBITS	CREDITS	BALANCE
Sept. 5, 1939 Inv. I-5156				
Rental of:				
HK-4 Carry Scrapper, s/n 4018				
From 9/1/39 to 10/1/39		200.00		200.00
Sept. 26, 1939 Credit Memo (Inv. I-5156)				
Cancel half month's rental, as Carry Scraper was retd. 9/15/39			100.00	100.00
Oct. 5, 1939 Inv. I-5349				
Rental of:				
Russell Motor Patrol Grader, with 2 ton Cat. Motor				
From 9/19/39 to 10/19/39		125.00		225.00
Oct. 17, 1939 Inv. I-5401				
TD-40 I. H. C. Tractor, serial TCC-6729, with Isaacson				
Angle Dozer, HK-4 Carry Scraper, s/n 4019				
from 9/6/39 to 10/6/39	750.00			
Insurance	8.30	758.30		983.30

Oct. 17, 1939 Inv. I-5402						
Rental of:						
TD-40 I.H.C. Tractor, serial TCC-6729, with						
Isaacson Angle Dozer, HK-4 Isaacson Carry Scraper						
From 10/6/39 to 11/6/39			750.00			
Insurance			8.30	758.30		1741.60
Oct. 17, 1939 Inv. I-5420						
Rental of:						
Russell Motor Grader, with 2 ton Cat. Motor						
from 10/19/39 to 11/19/39				125.00		1866.60
Oct. 26, 1939 Credit Memo (Inv. I-5402)						
Cancel partial rental charged on Inv. 5402, as equipment						
was used only 20 days, being returned on 10/26/39					250.00	1616.60
Nov. 16, 1939 Inv. I-5600						
Rental of:						
Russell Motor Patrol Grader, with 2 ton Cat. Motor						
from 11/19/39 to 12/19/39				125.00		1741.60
Nov. [illegible] 1939 Credit Memo (Inv. I-5600)						
Cancel Inv. I-5600: equipment billed 3 months; used only 2 months					125.00	1616.60

H. L. RICE - GENERAL ACCOUNT

July 27, 1939 Inv. 6450						
DE241 Cyl. Sleeve Packing Rings	4	1.16		4.64		4.64
July 31, 1939 Inv. 6611						
28760 D Tuthill pump	1			27.50		32.14
Aug. 5, 1939 Inv. 6759						
DE20057 Valve Spring	1		1.54			
DE256 Cyl. Head Gasket	1		2.92	4.46		36.60
Aug. 8, 1939 Inv. 6894						
32458-D Valve House Cover Gasket	1		.54			
DE246 Exh. Gasket	1		.27			
DE256 Int. Gasket	2	2.92	5.84			
1¼" Cup Leather	1		.35	7.00		43.60
Aug. 7, 1939 CREDIT MEMO (Inv. 6450)						
DE241 Sleeve Packing Rings	2	1.16			2.32	41.28
Sept. 23, 1939 Inv. 8593						
1245 24 T.C.I. Sprocket	1		76.32			
Installation of above on shaft 2.5 hrs.		2.00	5.00	81.32		122.60
Sept. 28, 1939 Inv. 8894						
Broom Holder Installed	1		40.00			
5" sections Wire Brooms	2 (10')	1.80	18.00	58.00		180.60
Oct. 24, 1939 Inv. 9530						
U186 Tension Spring	1			3.18		183.78
Nov. 15, 1939 Credit Memo (inv. 5109)						
(This invoice was paid in full on July 17)						
1½" x 10½" L.P. Hose	1		8.75			
75 x 10½ K.H.P. Hose	1		7.36		16.11	167.67
Nov. 27, 1939 Inv. 10823						
DE-20057 Valve springs	4	1.54	6.16			
113-B-18 Clutch release springs	3	.43	1.29	7.45		175.12
(For D430 Buda)						
Dec. 13, 1939 Inv. 11053						
$3000.00 Insurance policy on D4-30						
Buda Diesel Engine SH-352 for period						
from 10/1/39 to 2/1/40				20.00		195.12
Dec. 19, 1939 Inv. 11388						
DE-301 Crankshaft standard	1		448.00			
DE-14 Main bearings	2	9.30	18.60			
DE-15 Main bearings	2	9.30	18.60			
DE-17 Main bearings	1		11.75			
DE-18 Main bearings	1		11.75			
DE-20 Main bearings	2	8.90	17.80			
DE-21 Main bearings	2	8.90	17.80			
DE-1975 Con rod bearings	8	11.00	88.00			
DE-342 Main bearing shims	4	.66	2.64			
DE-243 Main bearing shims	6	.55	3.30	638.24		833.36
Dec. 28, 1939 Inv. 11773						
1712 Clutch stud	1		.91			
2661 Stud nut	1		.48	1.39		834.75

Dec. 30, 1939 Inv. 11857						
1631 Hoist Shaft bushing	2	3.34	6.68			
1588-C Bushing	2	1.65	3.30	9.98		844.73
Dec. 30, 1939 Inv. 11385						
1069 - C Boom	1		4.46			
1787 Clutch spring	6	.22	1.32	5.78		850.51
Dec. 20, 1939 CREDIT MEMO (Inv. 11053) $3000.00 Insurance policy on 127 H. P. Buda Diesel, cancelled 12/20/39 per instructions from Knute Lien. Accordingly, account credited for unearned premium for the period from 12/20/39 to 2/1/40					8.00	842.51
Jan. 28, 1940 Inv. 347						
15943-LA Felt washer	1		.11			
1340-B Bearing adjuster	1		4.02	4.13		846.64
Jan. 28, 1940 Inv. 370						
1313-F Shaft	1		14.26			
1669 C/P Grease retainer	1		.57	14.83		861.47
XXXXXXXXXXXXXXXXXXXXXXXXXXXX (For Unit Shovel)						
Jan. 20, 1940 Inv. 633						
C-149 Grease retainer	3	1.44		4.32		865.79
Jan. 30, 1940 Inv. 660						
1712 Clutch studs	2	.91	1.82			
2661 Clutch adjusting nut for 310 Unit	2	.48	.96	2.78		868.57
Jan. 31, 1940 Inv. 761						
C-138 Universal assembly	1		50.09			
1408 Bushings	4	1.81	7.24	57.33		925.90
Feb. 19, 1940 Credit Memo (inv. 761)						
C-138 Universal Assembly for 310 shovel					50.09	875.81
Feb. 29, 1940 Inv. 1321						
2754 Felts	2	.27	.54			
1306-B Bushing	1		1.91	2.45		878.26
Feb. 29, 1940 Inv. 1322						
1804 Clutch linings	6	4.14	24.84			
1397 Rivets	45	.02	.90			
2045 Felt washers	4	.22	.88			
1712 Clutch stud	1		.91			
2661 Clutch stud nut	1		.48			
2909-A Wear plates	2	.69	1.38	30.27		908.53
Aug. 20, 1940 Check					7.42	901.11

Endorsed: File No. 2927
Filed September 24, 1940
EARL SNELL, Secretary of State

RECEIVED
SEP 30 1940
FOR FILING

275-B-1

September 27, 1940

GEO. S. KERR COMPANY
Title & Trust Building
Portland, Oregon

Re: Contract No. 2202 - H.L.Rice
Strebin Road-Hosner Road
Bond No. 1778537

Attention M. Hernden

Gentlemen:

This will acknowledge receipt of your letter of September 24 and advise, as requested that the above contract was completed on June 1,1940 and accepted by the State Highway Commission on June 14, 1940. The total amount paid on the contract was $37,290.00.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MEL

NOTED
D. G. DeSart

RECEIVED

GLOBE INDEMNITY COMPANY
KENNETH SPENCER, PRESIDENT
CASUALTY INSURANCE
FIDELITY AND SURETY BONDS

GEO. S. KERR CO.
GENERAL AGENT

PHONE BEACON 6341
TITLE & TRUST BUILDING
PORTLAND, OREGON

September 24, 1940

Oregon State Highway Commission
Salem, Oregon

Re: Contract 2202 - H. L. Rice
Strebin Road-Hosner Road Section -
Bond No. 1778537

Gentlemen:

For the completion of our records, will you be good enough to inform us of the date of completion of the above contract and the final contract price. Thank you for your courtesy in this matter.

Very truly yours,

GEO. S. KERR CO.

By M. Hamden

mah/jb

Completed 6-1-40 Accepted by Com 6-14-40
Total Paid $37,290.09

RECEIVED
SEP 27 1940
FOR FILING

275-E-1

September 25, 1940

Hon. Earl Snell
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of September 18, enclosing three copies of a notice of claim by Portland Gas and Coke Company, in the amount of $1,421.60, against H. L. Rice for Gasco Road Binder furnished in connection with State Highway Contract No. 2202, Strebin Road-Hosner Road Section of Troutdale-Sandy County Road, in Multnomah County.

We have made note of this claim in our records of this job and will see that copies thereof are today forwarded to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

NOTED
D. G. DeSart

September 25, 1940

FIDELITY & CASUALTY COMPANY OF NEW YORK
Geo. S. Kerr, Local Agent
Title and Trust Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Portland Gas & Coke Company, in the amount of $1,421.60, against H. L. Rice, for Gasco Road Binder furnished in connection with State Highway Contract No. 2202 - Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, in Multnomah County.

Inasmuch as you are surety for the contractor on this job we hand you herewith, for your attention, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - H. L. Rice
9 N.E. 31st Avenue
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 18 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Portland Gas & Coke Company for $1421.60 against the bond taken from H. L. Rice, principal, and Fidelity & Casualty Company of New York, surety, for work on the Strebin Road-Hosner Road section of the Troutdale-Sandy Road, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

F
encs. 3

NOTED
D. G. DeSart

COPY

CLAIM NOTICE

To: State of Oregon
Highway Commission
Salem, Oregon

Notice is hereby given that the undersigned Portland Gas & Coke Company, an Oregon Corporation, has a claim for 27,902 gallons of Gasco Road Binder in the sum of $1,421.60 against the bond taken from H. L. Rice and Fidelity & Casualty Co. of N. Y. surety for the work of surfacing Strebin Road - Hosmer Road, section of the Troutdale Sandy Road. Cont. No. 2202.

PORTLAND GAS & COKE COMPANY

By HILMAR PAPST
Vice-President

(SEAL)

ATTEST

G. F. MACKENZIE
Assistant Secretary

Correct F. L. U.

Service of the above notice is hereby accepted by Oregon State Highway Commission, this ____ day of ______, 1940.

OREGON STATE HIGHWAY COMMISSION

By______________________

Endorsed: File No. 2926
Filed September 18, 1940

RECEIVED
SEP 25 1940
FOR FILING
375-B-1

September 24, 1940

Shell Oil Company, Inc.,
1220 S. W. Morrison Street
Portland, Oregon

Attention: Frank J. Hurner,
Division Credit Mgr.

Gentlemen:

Replying to your inquiry of September 22, regarding the amount of rock and gravel, et cetera, produced by H. L. Rice in connection with State Highway Contract No. 2202 for the grading, surfacing, and oiling of the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County, wish to advise that our records reveal that Mr. Rice furnished 9,703 cu. yds. of crushed rock in base surfacing and 1,572 cu. yds. of crushed rock in the oil mat surface treatment.

I trust this is the information you desire.

Yours very truly,

Secretary

HBG:MC

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

September 23, 1940

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: H. L. Rice - Contract No. 2202

In order to put our claim in proper shape for filing, there is certain information desired. We need to know the total amount of rock and gravel and similar material which was produced by H. L. Rice and consumed in contract 2202. We believe that either the contract itself or the estimate shows the amount of rock produced on such contracts. Will you, therefore, provide us this information from whatever source available?

It is quite important that we have the information immediately, so we will greatly appreciate hearing from you at the earliest possible date.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

ANSWERED
H. B. GLAISYER

9703 c.y crushed rock for base surfacing
1572 cy crushed rock in oil mat surface treatment

RECEIVED
AUG 21 1940
FOR FILING

275-B-1

August 16, 1940

STANDARD OIL COMPANY
OF CALIFORNIA
Pacific Building
Portland, Oregon

Attention J. D. Hartup

Gentlemen:

This will acknowledge receipt of your letter of August 14 and advise that Mr. H. L. Rice's contract, No. 2202, was completed June 1 and accepted by the Commission June 14, 1940. The final warrant will be mailed to the Fidelity & Casualty Company of New York, to which payments on this contract have been assigned, within the next two or three days.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

RECEIVED

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 950

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
L. M. BUSSERT
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

PORTLAND, ORE.

August 13, 1940

H. L. Rice
Contract #2202

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have delivered merchandise to Mr. Rice on the above contract for the surfacing and oiling of the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road.

It would be appreciated if you would advise us the date on which the job was completed and approximate date on which final settlement will be made to Mr. Rice.

For your convenience we enclose a self-addressed, stamped envelope.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

By

Credit Division

JDH:EC

REFERRED TO
DeSart
BY SECRETARY

Get me information for reply
HBG

NOTED
D. G. DeSart

RECEIVED
AUG 15 1940
FOR FILING

275-B-1

August 14, 1940

Fidelity and Casualty Co. of New York,
R. J. O'Meara, District Mgr.,
1012 Porter Building
Portland, Oregon

Dear Mr. O'Meara:

I just received your undated letter advising that the claim of Harold Blake Estate against H. L. Rice for rental of a shovel used in connection with Mr. Rice's contract No. 2202 covering construction of the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County, has been paid in full.

I note you inquire whether or not we require any further evidence as payment of this accounty. In this connection wish to say that we will appreciate a letter from the Harold Blake Estate stating that the account has been paid. This will clarify the record.

The only other claim we have against this job is that of Wentworth & Irwin, Inc., in the amount of $2,739.76, representing material and labor furnished to E. W. Albano, a subcontractor on this job.

Yours very truly,

RBG:MC

Secretary

"AMERICA FORE"
INSURANCE AND INDEMNITY
GROUP

ETY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

The Fidelity and Casualty Company of New York

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

BERNARD M. CULVER, PRESIDENT
FRANK A. CHRISTENSEN, VICE PRESIDENT

R. J. O'MEARA, DISTRICT MANAGER
1013 PORTER BUILDING
TELEPHONE BROADWAY 6141

PORTLAND, OREGON

RECEIVED
13 1940
COMMISSION

Oregon State Highway Commission
Salem, Oregon
Attention: Mr. H. B. Glaisyer

Gentlemen:

I received advices from your office on June 25th to the effect that a claim had been filed with your Commission by the Harold Blake Estate for rental of a shovel used in connection with H. L. Rice contract for the construction of the Strebin Road--Hosner Road Section of the Troutdale Sandy Road in Multnomah County, contract #2202.

I wish to advise that this claim has been settled and would appreciate having your office advise if your Commission requires any further evidence that the account has been paid,

I should also appreciate having you advise if your records show the filing of any other claim or knowledge of any unpaid bills for labor or material.

Thanking you kindly, I remain

Very truly yours,

R. J. O'Meara
DISTRICT MANAGER

RJO'M HM

cc Mr. H.L.Rice
cc Mr. F. L.Anderson

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 14 1940
FOR FILING

F5 275-B-1

August 13, 1940

Howard Cooper Corporation
307 S. E. Hawthorne Blvd.
Portland, Oregon

Attention: B. A. Wilson

Gentlemen:

This will acknowledge receipt of your letter of August 12, 1940, and advise that the project which Mr. H. L. Rice has near Gresham is state highway contract No. 2202 for grading, surfacing and oiling 3.25 miles of roadway on the Strebin Road-Hosmer Road Section of the Troutdale-Sandy Road.

This project was completed June 1, 1940, and was accepted by the State Highway Commission on June 14, 1940. The performance bond on this project was furnished by the Fidelity & Casualty Company of New York for whom George S. Kerr Company is local agent with offices in the Title and Trust Building, Portland.

Very truly yours,

Secretary

DD:AH

COOPER, PRESIDENT   L. W. GARDNER, VICE-PRES.   E. C. LUNDQUIST, SECY-TREAS.   G. S RY, SALES MANAGER   F. R. CATTON, PUR. AGENT

HOWARD COOPER
CORPORATION
MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
TWIN FALLS, IDAHO.
SEATTLE, WASH.
SPOKANE, WASH

August 12, 1940

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Will you kindly advise us by return mail the job number, description and date of completion and acceptance by the H. L. Rice State Highway project, at Gresham, Ore.? Also, name of Surety

Your immediate attention to this matter will bear our full appreciation.

Yours truly,

HOWARD-COOPER CORPORATION

B. A. Wilson

B. A. Wilson

BW:LP

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
AUG 13 1940
FOR FILING

275-C-1

August 12, 1940

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner
Division Credit Manager

Gentlemen:

In reply to your letter of July 31 in regard to H. L. Rice's contract, No. 2202, for grading, surfacing and oiling the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County, wish to say that our records disclose that this job was completed by Mr. Rice on June 1, 1940, and was accepted by the State Highway Commission on June 14, 1940.

The voucher covering final payment for the work, in the amount of $1,578.58, is now in the hands of Mr. Rice for acceptance. We anticipate that the final warrant will be delivered to him within the next two or three weeks.

There has already been paid to Mr. Rice the sum of $35,711.51.

Very truly yours,

Secretary

HBG:MC

Multnomah

2202 - H. L. Rice

Completed June 1, 1940 ✓
Accepted June 14, 1940 ✓

Amount paid to contractor	$35,711.51
Final voucher in process of payment	1,578.58
	37,290.09 ✓

Final To Comm 8-1-40

PANY
EET
ON
TELEPHONE ATWATER 7321

RECEIVED
AUG 1 - 1940
OREGON
STATE HIGHWAY COMMISSION

31, 1940

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: H. L. Rice - Contract 2202

It is our understanding that the above job has been completed. Will you kindly furnish us with the completion and acceptance dates?

Also will you advise us the amount paid to the contractor on this job to date.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HORNER
Division Credit Manager

RER:GC

ANSWERED
H. B. GLAISYER

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
AUG 1 - 1940
OREGON
STATE HIGHWAY COMMISSION

July 31, 1940

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: H. L. Rice - Contract 2202

It is our understanding that the above job has been completed. Will you kindly furnish us with the completion and acceptance dates?

Also will you advise us the amount paid to the contractor on this job to date.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

ANSWERED
H. B. GLAISYER

FA 275-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
AUG 13 1940
FOR FILING

RECEIVED

July 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 275-B (1), Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, was made by a representative of this office on June 4, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

RECEIVED
JUL 10 1940
F

275-B-1

July 9, 1940

FIDELITY & CASUALTY COMPANY
c/o Geo. S. Kerr, Local Agent
Title & Trust Co. Building
Portland, Oregon

Gentlemen:

Final estimate on the H. L. Rice Contract, No. 2202, is in process of payment. As the warrant is assigned to your surety company, the usual notice is not necessary. However, we take this opportunity to recount the claims now on file in this office against the bond furnished by Mr. Rice. There is one claim in the amount of $2,739.76, filed by Wentworth & Irwin, Inc., against subcontractor Albano. There is another claim in the amount of $2,631.38, filed by Harold Blake Estate for shovel rental.

The state is not advised of any other unpaid claims for labor or materials, or of the existence of any other claims debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

RECEIVED
JUL 5 1940
FOR FILING

275-B-1

July 5, 1940

FIDELITY & CASUALTY COMPANY OF NEW YORK
Geo. S. Kerr Company, Local Agent
Title and Trust Building
Portland, Oregon

Gentlemen:

We are in receipt of notice from the office of the Secretary of State that J. C. Compton, as executor of the estate of Harold Blake, deceased, has filed a claim, in the amount of $2,631.38, against H. L. Rice for shovel rental in connection with the performance of work on the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, in Multnomah County, being State Highway Contract No. 2202.

Inasmuch as you are surety for the contractor on this job, we hand you herewith a copy of this notice of claim, for your information and the requisite attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MSL

cc - H. L. Rice
9 N.E. 31st Avenue
Portland, Oregon

G. DeSart

July 5, 1940

Hon. Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of July 2, enclosing three copies of a notice of claim by J. C. Compton, executor of the estate of Harold Blake, deceased, in the sum of $2,631.38, against H. L. Rice, for shovel rental in connection with the performance of State Highway Contract No. 2282, Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, in Multnomah County.

We have made note of this claim in our records of this job and will see that copies of the notice of claim are today forwarded to the contractor and his surety, Fidelity & Casualty Company of New York.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

L. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
3 - 1940
STATE HIG[illegible]

July 2, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by J. C. Compton, executor of the estate of Harold Blake, deceased, for $2631.38 against the bond taken from H. L. Rice, principal, and Fidelity & Casualty Company of New York, surety, for work on Strebin Road - Hosner Road section of Troutdale-Sandy Road, contract 2202, which was received from Mr. Harry L. Raffety, Attorney, Portland, filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S FM
encs. 3

REFERRED
BY [illegible]

Mr. Glaisyer

prepare usual letter
[illegible]

G. DeSart

COPY

Portland, Oregon,
June 27, 1940.

To State of Oregon, and the
Secretary of State thereof, and
Oregon State Highway Commission,
Salem, Oregon.

Notice is hereby given that the undersigned J. D. Compton, executor of the will and of the estate of Harold Blake, deceased, has a claim for shovel rental in the sum of Two Thousand Six Hundred Thirty-one and 38/100 ($2,631.38) Dollars against the bond taken from H. L. Rice and Fidelity & Casualty Company of New York, for the work of said shovel upon Strebin Road - Hosner Road section of Troutdale - Sandy Road, Contract 2202, Oregon State Highway Contract.

J. C. COMPTON
J. C. Compton,
Executor of the Estate
of Harold Blake,
Deceased.

Endorsed: File No. 2911
Filed July 2, 1940
EARL SNELL
Secretary of State

RECEIVED
JUL 2 1940
FOR FILING

2-75-15-1

July 1, 1940

THE FIDELITY & CASUALTY COMPANY OF NEW YORK
R. J. O'Meara, District Manager
1012 Porter Building
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of June 28, and advise that the H. L. Rice Contract, No. 2202, was completed June 1, 1940, and accepted by the Highway Commission June 14, 1940. There has been paid to date $31,799.28. Estimate No. 7, semi-final payment, in the amount of $3,912.23, is now in process of payment. There is a retained percentage in the amount of $1,104.48, which amount, subject to final checking and correction, will be released as the final payment on this contract. No work was performed on force account basis.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

Contract no. 2202
Completed 6-1-40
Accepted 6-14-40
Est. no. 7 in process of payment 3,912.23 3,5
Final (retained) subject to change
by checking department 1,104.48
Earned to date 36,815.99
Paid to date 31,799.28 plus #7 above 3,912.23
No force account.

Company of New York

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

PORTLAND, OREGON

June 28, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: RE: #8771 - Highway contract #2202
H. L. Rice Contractor - grading,
surfacing, oiling on Strebin road-
Hosner road section of the Troutdale-
Sandy Road Highway, Multnomah County

This will acknowledge your letter of the 25th enclosing estimate check #6 in connection with this contract. It is my understanding this contract is now complete, and I would appreciate having you advise if such is the case, also stating in your letter the date on which the Highway Commission accepted this contract.

I will further appreciate having you state as to the balance due under the terms of the contract both for subsequent estimates, final estimates, and retained percentage.

Very truly yours,

R. J. O'Meara
DISTRICT MANAGER

RJO'M HM

REFERRED
Retain
BY

What are the facts?
HBS

"America Fore"
Insurance and Indemnity Group

SURETY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

The Fidelity and Casualty Company of New York

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

BERNARD M. CULVER, PRESIDENT
FRANK A. CHRISTENSEN, VICE PRESIDENT

R. J. O'MEARA, District Manager
1013 Porter Building
Telephone BRoadway 6141

PORTLAND, OREGON

29 1940

June 28, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: RE: #8771 - Highway contract #2202
H. L. Rice Contractor - grading,
surfacing, oiling on Strebin road-
Hosner road section of the Troutdale-
Sandy Road Highway, Multnomah County

This will acknowledge your letter of the 25th enclosing estimate check #6 in connection with this contract. It is my understanding this contract is now complete, and I would appreciate having you advise if such is the case, also stating in your letter the date on which the Highway Commission accepted this contract.

I will further appreciate having you state as to the balance due under the terms of the contract both for subsequent estimates, final estimates, and retained percentage.

Very truly yours,

R. J. O'Meara
DISTRICT MANAGER

RJO'M HM

REFERRED
BY

~~Watson~~

What are the facts?
ARS

RECEIVED
JUN 26 1940
FOR FILING

275-B-1

G. DeSart

June 25, 1940

REFERRED
BY SECRETARY

record on card

Mr. Harry L. Raffety
410 Mead Building
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of June 18 inclosing notice of a claim of the Harold Blake Estate against contractor H. L. Rice, being a claim in the amount of $2,631.38 for rental of a shovel used in connection with Mr. Rice's contract with the State Highway Commission for grading, surfacing and oiling the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County, Contract No. 2202.

In accordance with the usual practice, I am today notifying the surety on the bond furnished by Mr. Rice in connection with this job that the claim has been filed. I am also notifying Mr. Rice to the same effect.

I presume that you have also filed this claim with the Secretary of State in accordance with the privisions of Chapter 517, Oregon Laws, 1939.

The bond furnished by Mr. Rice was written by the Fidelity and Casualty Company of New York for whom George S. Kerr Company is local agent with offices in the Title and Trust Building, Portland.

According to our records this job was completed by Mr. Rice on June 1, 1940, and was accepted by the State Highway Commission on June 14, 1940. Final payment has not as yet been made.

Very truly yours,

HBG:AM

Secretary

June 25, 1940

Fidelity & Casualty Company of N. Y.
George S. Kerr Company, Agent,
Title and Trust Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the State Highway Commission by the Harold Blake Estate against H. L. Rice, being for rental of a shovel used in connection with Mr. Rice's contract for construction of the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County, Contract No. 2202.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Rice in connection with the above-mentioned contract.

Very truly yours,

Secretary

HBG:AM

cc - Mr. H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

HARRY L. RAFFETY
DAVID C. PICKETT

LAW OFFICES
OF
RAFFETY & PICKETT
410 MEAD BUILDING
PORTLAND, OREGON

RECEIVED
[illegible]

June 18, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. Glaisyer, Secretary.

Herewith I enclose the following:

1. Notice of claim of J. C. Compton, Executor, against H. L. Rice and Fidelity & Casualty Company of New York for $2,631.38, shovel rental in connection with Strebin Road - Hosner Road Section of Troutdale - Sandy Road, Contract 2202, Oregon State Highway Contract.

I would appreciate your kindness if you would acknowledge receipt of the notice.

Yours very truly,

Harry L. Raffety

HARRY L. RAFFETY

HLR:FB

ANSWERED
H. B. GLAISYER

Portland, Oregon,
June 18, 1940.

To Oregon State Highway Commission,
Salem, Oregon.

Notice is hereby given that the undersigned J. C. Compton, executor of the will and of the estate of Harold Blake, deceased, has a claim for shovel rental in the sum of Two Thousand Six Hundred Thirty-one and 38/100 ($2,631.38) Dollars against the bond taken from H. L. Rice and Fidelity & Casualty Company of New York, for the work of said shovel upon Strebin Road - Hosner Road section of Troutdale - Sandy Road, Contract 2202, Oregon State Highway Contract.

J. C. Compton

J. C. Compton,
Executor of the Estate
of Harold Blake,
Deceased.

RECEIVED
JUN 25 1940
FOR FILING

275-B-1

June 24, 1940

Portland Concrete Pipe & Products Co.
5819 S. W. Macadam Avenue
Portland, Oregon

Attention: Floyd L. Martin, Manager

Gentlemen:

Reference is made to your letter of June 18 advising us of your claim against contractor H. L. Rice, being a balance of $363.49 due you for concrete pipe furnished Mr. Rice in connection with his contract with the State Highway Commission for the construction of the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County, Contract No. 2202.

We note your request that you be notified when we make final payment to Mr. Rice under this contract. We do not know at the present writing when this final payment will be made. However, we anticipate payment of the semi-final estimate within the next few days. This payment will be in the amount of $3,912.23. We would suggest that you write us again with respect to the payment of the final estimate as we do not have the arrangements for notifying creditors when such payments are released.

Very truly yours,

HBG:AM

Secretary

PORTLAND CONCRETE PIPE & PRODUCTS CO.

5819 S.W. MACADAM AVENUE - PHONE ATWATER 4921 - PORTLAND, OREGON

RECEIVED

2202
Multnomah

June 18, 1940

H. B. Glasier, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Last year we furnished some concrete pipe to H. L. Rice for the Strebin Road-Hosner Road section of the Section Line Road in Multnomah County.

Part of this pipe was paid for by Mr. Rice, but he still owes us a balance of $363.49 on the job. We would like to have you notify us when you make the final payment to Mr. Rice for the contract.

We sincerely thank you.

PORTLAND CONCRETE PIPE & PRODUCTS CO.

Floyd L. Martin
G.E.
Floyd L. Martin, Mgr.

FLM:ge

ANSWERED
H. B. GLAISYER

REINFORCED CULVERT - SEWER - DRAINAGE - IRRIGATION PIPE - TILE - BLOCKS - SEPTIC TANKS, ETC.

RECEIVED
JUN 2[illegible] 1940
FOR FILING

275-15-1

June 18, 1940

SMITH AUTO PARTS COMPANY
101 N. W. 12th Avenue
Portland, Oregon

Attention C. O. Sites, Credit Manager

Gentlemen:

This will acknowledge receipt of your letter of June 14 and advise that the last payment made to Mr. H. L. Rice in connection with his contract No. 2202 was a warrant in the amount of $2,092.50 mailed to him on March 27. The next payment, a warrant in the amount of $5,182.16, will be mailed approximately June 24, followed by another warrant in the amount of $3,912.23 on or about July 2 or 3.

We trust that this information will serve your purpose.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

THE PARTS HOUSE OF THE NORTHWEST

SMITH AUTO PARTS COMPANY, INC.

SMITH AUTO PARTS CO.

NEW PARTS FOR ALL CARS

COMPLETE MACHINE SHOP SERVICE
101 N. W. 12TH AVENUE
PORTLAND, OREGON

PHONE BROADWAY 6525

BRANCHES:
23 S. E. GRAND AVE.
PORTLAND, OREGON
THE DALLES, ORE.
MCMINNVILLE, ORE.
TILLAMOOK, ORE.

Distributors of:

- **SEALED POWER PRODUCTS**
  - Pistons
  - Pins
  - Rings
- **TOLEDO**
  - Valves
  - Chassis Bolts
  - Bushings
- **FEDERAL MOGUL**
  - Motor Bearings
  - Rebabbited Con Rods
- **GREY ROCK**
  - Brake Lining
- **TIMKEN**
  - Roller Bearings
- **HELIFLEX**
  - Roller Bearings
- **FAFNIR**
  - Ball Bearings
- **BORG WARNER**
  - Clutch Plates and Parts
- **LINK-BELT**
  - Timing Chains
- **LEMPCO**
  - Axles
  - Brake Drums
  - Gears
- **DITZLER**
  - Auto Lacquers
- **FITZGERALD**
  - Gaskets
- **BATTERIES**
  - Prest-o-Lite
- **PLOMB TOOLS**

RECEIVED
15 1940
STATE [illegible] COMMISSION

June 14, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We will appreciate it if you will advise us when Mr. H. L. Rice received his last remittance from you and also about when his next remittance is due.

He has a balance with us that is considerably past due.

Thanking you we are,

Yours respectfully,
SMITH AUTO PARTS COMPANY

C. O. Sites

C. O. Sites
Credit Manager

COS:v

REFERRED TO [illegible]
BY SECRETARY

get me information [illegible]
HHS

Form 336—5M—10-37

275-B-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 8th. 1940, 193

Section Strebbin Road - Hosner Road

Kind of work Rock and Oil

Highway Troutdale - Sandy

Section prefix 226-1034; FAS 275-B (1)

Contractor H. L. Rice

Contract number 2202

Date of contract July 13th. 1939, 193

Date of completion July 1st. 1940, 193

Date work started July 21st. 1939, 193

Estimated date of completion June 1st. 1940, 193

Amount of contract $37,585.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $37,585.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3622.00, %

Date project was completed June 1st. 1940, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job has been completed and the semi final estimate has been forwarded through the Division Office.

A force account bill remians to be sent in. This particular bill was not made in the proper form and was returned to Mr. Rice to be re-made. This should be here the first of next week.

This is the final weekly report.

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed A. B. Dean

Address 9200 McLoughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.25	3.25		3.25	
Miles partially completed					
Miles completed	3.25	3.25		3. 25	
Total estimated quantities	4700 cy	9800 cy		176 T.	
Estimated quantities moved or placed to date	4700 cy	9800 cy		176 T.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	"		
Wednesday	Rain		
Thursday	Cloudy		
Friday	"		
Saturday	Clear		

RECEIVED
JUN 1 1940

275-B-1

May 31, 1940

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Murner

Gentlemen:

In response to your inquiry of May 29 concerning the H. L. Rice Contract No. 2202 - Strebin Road-Hosmer Road Section - you are advised that this contract is 92% completed. The amount earned to date is $34,618.16; the amount paid $31,799.28; and the retained percentage amounts to $2,818.88. The estimated date of completion is July 1, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 732

RECEIVED
STAT [illegible] COMMISSION

May 29, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: H. L. Rice - Contract 2202 - Mult. Co

Will you kindly give us a progress report on this contract stating the amount of hold back and an estimate of the percentage of work completed to date. Also, do you know when the balance of the job will be completed by this contractor?

For your convenience, we enclose stamped and addressed envelope.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HORNER
Division Credit Manager

RER:GC
Encl.

To May 15 = 92%
E - $34,618.16
R - $2,818.88
Pd - $31,799.28

REFERRED TO
BY SECRETARY

#2202

275-B-1

March 29, 1940

Standard Oil Company of California,
P. O. Drawer 950,
Portland, Oregon.

Attention: Mr. C. D. Everett.

Gentlemen:

Receipt is acknowledged of your letter of March 27th with reference to the H. L. Rice Contract No. 2202, Strebin Road-Rosser Road Section in Multnomah County.

You are advised that the last payment on this contract was for estimate No. 5, for work performed to February 15th. This payment was in amount of $2,092.50, and the warrant was mailed to the Fidelity & Casualty Company of New York, Geo. S. Kerr Co., Agents, Title & Trust Bldg., Portland, to which the payments are assigned, on March 26, 1940.

We are unable to advise you of exact date payment of the next estimate will be made, however, it will be sometime after the middle of the month. The retained percentage is $2,818.88, and the contract is approximately 77% complete.

Very truly yours,

Secretary.

Dict. by J. McFarland.

2202

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

OFFICE
9TH FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 950

PORTLAND, ORE.

March 27, 1940

H. L. Rice
State Contract 2202

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

We have delivered to Mr. Rice in connection with the above described contract, which is for the surfacing and oiling of the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road .

In connection therewith we are interested in knowing the date and amount of the last payment forwarded to Mr. Rice, the amount of his retained percentage, and the approximate date that the next payment will go forward.

For your convenience a stamped, addressed envelope is enclosed.

Very truly yours

STANDARD OIL COMPANY OF CALIFORNIA

By C D Everett
Credit Division

CDE:LP

Feb. 15 - Est #5 - $2,092.50 - [illegible] 26th.

Earned - $29,436.00

Rtd - $2,818.88

77%

#2202

275-13-1

March 16, 1940

Mr. R. J. O'Meara,
District Manager,
Fidelity & Casualty Co. of New York
1012 Porter Building
Portland, Oregon

Dear Mr. O'Meara:

This acknowledges receipt of your letter of March 15 enclosing original and two copies of an assignment given to the Fidelity & Casualty Company of New York by H. L. Rice being an assignment of all moneys due or to become due him in connection with his contract with the State Highway Commission covering the construction of the Troutdale-Sandy Road, Strebin Road-Hosmer Road Section, in Multnomah County, contract No. 2202.

This assignment appears to be in proper form and we will be glad to honor it and to forward checks to you in accordance with the provisions thereof.

Yours very truly,

Secretary

HBG:MC

cc - Carl F. Smith

noted aaw 3/19

REFERRED TO
McFarland
BY SECRETARY

see me
AWS

NOTED MAR 19 '40
CARL F. SMITH
AUDITOR

noted

SURETY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

"AMERICA FORE"
INSURANCE AND INDEMNITY
GROUP

The Fidelity and Casualty Company of New York

BERNARD M. CULVER, PRESIDENT
FRANK A. CHRISTENSEN, VICE PRESIDENT

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. J. O'MEARA, DISTRICT MANAGER
1013 PORTER BUILDING
TELEPHONE BROADWAY 6141

PORTLAND, OREGON

MAR [illegible] COMMISSION

MARCH 15, 1940

Oregon State Highway Commission
Salem, Oregon
Attention: Mr. H. B. Glaisyer

Dear Sir:

As requested in your letter of March 6th, we have secured Mr. Rice's signature. An original and two copies of the assignment accompany this letter.

I would appreciate having you acknowledge this letter and advise that the assignment has been placed on record with your department.

Very truly yours,

R. J. O'Meara
DISTRICT MANAGER

RJO'M hm
encl.

Noted
M.

ACKNOWLEDGED
H. B. GLAISYER

MAR 19 40

#2202

Form 26—2M—11-38

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One dollar - ($ 1.00) Dollars, to me paid, I hereby sell, assign and transfer the within claim for all monies due or to become due on contract No. 2202, 3.25 miles of grading, surfacing and oiling, Strebin Road-Hosner Road Section, Troutdale-Sandy Road Highway in Multnomah County, Oregon to Fidelity & Casualty Company of New York, 1012 Porter Bldg., Portland and authorize and empower said Fidelity & Casualty Company of New York to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 8th day of March, 1940

Executed in the presence of us as witnesses:

M. A. Hamdry

Geo. S.

H. H. Rice

NOTED
STATE PRINTING DEPT.
MAR 15 '40

As this money is due but not paid, it will come under the assignment and as the Secretary of State's office requests a signed assignment on each separate voucher, we have drawn up and I am attaching herewith, for your signature before a witness, a separate assignment form to cover this particular estimate. The prompt return of this signed form will permit us to release the voucher for payment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Earl F. Smith
Accounting Division

CFS:EB
Encl.
cc H. B. Glaisyer

Form 26—2M—11-38

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One dollar - ($ 1.00) Dollars, to me paid, I hereby sell, assign and transfer the within claim for all monies due or to become due on contract No. 2202, 3.25 miles of grading, surfacing and oiling, Strebin Road-Hosner Road Section, Troutdale-Sandy Road Highway in Multnomah County, Oregon to Fidelity & Casualty Company of New York, 1012 Porter Bldg., Portland and authorize and empower said Fidelity & Casualty Company of New York to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 8th day of March, 19~~3~~40

Executed in the presence of us as witnesses:

M. A. Hamdry

Geo. G. Kerr

NOTED
STATE PRINTING DEPT.
MAR 19 '40
CARL F. SMITH
AUDITO

No. 5 in the amount of [illegible]

As this money is due but not paid, it will come under the assignment and as the Secretary of State's office requests a signed assignment on each separate voucher, we have drawn up and I am attaching herewith, for your signature before a witness, a separate assignment form to cover this particular estimate. The prompt return of this signed form will permit us to release the voucher for payment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Accounting Division

CFS:EB
Encl.
cc H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

275-B-1

March 7, 1940

H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

Dear Sir:

In connection with the blanket assignment you are contemplating on contract No. 2202 to the Fidelity & Casualty Company of New York, I note that there is now passing through for payment a voucher covering estimate No. 5 in the amount of $2,092.50.

As this money is due but not paid, it will come under the assignment and as the Secretary of State's office requests a signed assignment on each separate voucher, we have drawn up and I am attaching herewith, for your signature before a witness, a separate assignment form to cover this particular estimate. The prompt return of this signed form will permit us to release the voucher for payment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl F Smith
Accounting Division

CFS:EB
Encl.
cc H. B. Glaisyer

#2202

FAS 275-B(1)

275-B-1

March 6, 1940

Mr. R. J. O'Meara
c/o Fidelity & Casualty Company of N. Y.
1012 Porter Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of March 4 inclosing a form of assignment in duplicate from H. L. Rice to the Fidelity and Casualty Company of New York covering all payments due or to become due Mr. Rice in connection with his contract with the State Highway Commission, No. 2202, for the grading, surfacing and oiling of the Strebin Road-Hosner Road Section of the Troutdale-Sandy County Road, in Multnomah County.

Inspection of this assignment reveals that it is not in a form that is acceptable to the State Highway Commission. We have, therefore, prepared it on our standard form which is inclosed in quadruplicate. We will be glad to honor this assignment if you will have Mr. Rice sign it, returning three copies to this office. The fourth copy you may retain. Pending return of the copies requested, I have instructed the Auditor to withhold payments to Mr. Rice on this job so that such payments may be made in conformance with the assignment.

According to the latest available records, the State Highway Commission has paid to Mr. Rice to date the sum of $24,524.62. There is a voucher in process of payment in the amount of $2,092.50. The records show also that Mr. Rice has earned $29,436.00 as of February 15, 1940. The retained percentage on February 15, 1940, was $2,818.88.

As to additional work that has been allowed in connection with this contract to date, it appears that we have authorized force account work to make a small channel which is estimated to cost $210. The contractor has earned nothing under this force account work to date.

I trust that I have given you the information desired.

Very truly yours,

Secretary

HBG:AM

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF one dollar

($ 1.00) Dollars, to me paid, I, H. L. Rice hereby sell, assign and transfer the within claim for ....

to .... and authorize and empower

said .... to act as agent for ....

and in .... name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this .... day of ...., 193....

Executed in the presence of us as witnesses:

....

....

---

surfacing and oiling.

- - - - - - - - - - - - - - - - -

Accompanying this letter is an assignment agreement executed by Mr. Rice. A copy of this agreement is also enclosed, and I would appreciate having you acknowledge the copy, returning it to this office in the enclosed stamped self-addressed envelope.

In connection with this job, I would appreciate having you advise the amount of money paid Mr. Rice to date, and also the amount of earned estimates together with the amount of retained percentage, also if any additional work has been allowed to date in connection with this contract.

Very truly yours,

R. J. O'Meara

DISTRICT MANAGER

RJO'M HM
Encl.

Noted aav

Noted FEM.

MAR -5 '40
SMITH
AUDITOR

"America Fore"
INSURANCE AND INDEMNITY
GROUP

The Fidelity and Casualty Company of New York

BERNARD M. CULVER, PRESIDENT
FRANK A. CHRISTENSEN, VICE PRESIDENT

TY LINES
FIDELITY
BANKERS
BLANKET
COURT
CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

R. J. O'MEARA, District Manager
1013 PORTER BUILDING
TELEPHONE BRoadway 6141

PORTLAND, OREGON

RECEIVED
MAR

March 4, 1940

REGISTERED MAIL

Oregon State Highway Commission
Salem, Oregon
Attention: H. B. Glaisyer, Secretary

Gentlemen: RE: Oregon Contract No. 2202, H.L.Rice
Contractor
Strebin Road-Hosner Road Section of
the Troutdale-Sandy Road. Federal Aid
Project #275-B(1). 3.25 miles grading
surfacing and oiling.

- - - - - - - - - - - - - - - - -

Accompanying this letter is an assignment agreement executed by Mr. Rice. A copy of this agreement is also enclosed, and I would appreciate having you acknowledge the copy, returning it to this office in the enclosed stamped self-addressed envelope.

In connection with this job, I would appreciate having you advise the amount of money paid Mr. Rice to date, and also the amount of earned estimates together with the amount of retained percentage, also if any additional work has been allowed to date in connection with this contract.

Very truly yours,

R. J. O'Meara
DISTRICT MANAGER

RJO'M HM
Encl.

noted [illegible]

noted
F.E.M.

MAR -5 '40

ASSIGNMENT AGREEMENT

For the sum of ONE DOLLAR ($1.00) and other good and valuable consideration, I hereby sell, assign and transfer to The FIDELITY AND CASUALTY COMPANY OF NEW YORK all payments due or to become due, including monthly estimates, semi-final and final estimates, retained percentages, and all payments due or to become due for extra or additional work on Oregon Highway Commission contract No. 2202 dated July 13th, 1939, by and between the State of Oregon, party of the first part, and H. L. Rice of Portland, Oregon, party of the second part.

Signed at Portland, Oregon, this Feb. day of 29 1940

H Rice
H. L. Rice

Witness
Geo. L. Kerr

NOTED
MAR -5 '40
CARL F. SMITH
AUDITOR

ASSIGNMENT AGREEMENT

For the sum of ONE DOLLAR ($1.00) and other good and valuable consideration, I hereby sell, assign and transfer to The FIDELITY AND CASUALTY COMPANY OF NEW YORK all payments due or to become due, including monthly estimates, semi-final and final estimates, retained percentages, and all payments due or to become due for extra or additional work on Oregon Highway Commission contract No. 2202 dated July 13th, 1939, by and between the State of Oregon, party of the first part, and H. L. Rice of Portland, Oregon, party of the second part.

Signed at Portland, Oregon, this Feb day of 29 1940

H L Rice
H. L. Rice

Witness
Geo S. [illegible]

Accepted this _____day of _______, 1940
OREGON STATE HIGHWAY COMMISSION
by___________________________

NOTED MAR-5 '40
CARL F. SMITH
AUDITOR

#2202

RECEIVED
[illegible] 23
FILE [illegible]
275-C-1

January 22, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 12, enclosing three copies of a notice of claim by Wentworth & Irwin, Inc., in the amount of $2,739.76 against E. L. Rice, for labor in the hauling of rock and waste material in connection with the performance of State Highway Contract No. 2202 - Strebin Road-Hosner Road, in Multnomah County.

We have made note of this claim in our records of this job, and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 22, 1940

FIDELITY & CASUALTY COMPANY OF NEW YORK
Geo. S. Kerr Company, Local Agents
Title & Trust Building
Portland, Oregon

Gentlemen:

We are in receipt of notice from the Secretary of State that Wentworth & Irwin, Inc. have a claim, in the amount of $2,739.76, against H. L. Rice, for labor in the hauling of rock and waste material in connection with the performance of State Highway Contract No. 2202, Strebin Road-Hosner Road, in Multnomah County.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MDL

cc - H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 15, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Wentworth & Irwin Inc. for $[illegible].76 against the bond taken from [illegible] Rice, principal, and Fidelity & Casualty Company of New York, surety, for work on the Rossner Road Project in Multnomah County, which was received from Will H. Masters, Attorney, Portland, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

[illegible]
encl. 3

COPY

TO THE SECRETARY OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Wentworth & Irwin, Inc., a corporation organized and existing under and by virtue of the laws of the State of Oregon, has a claim against H. L. Rice for work and labor in the hauling of rock and waste material on a truck by E.W.Albano, under a contract with H. L. Rice, which work and labor and truck hire was used in the construction of the Hossner Road Project in Multnomah County, State of Oregon; in the sum of $2739.76, which claim is also against the bond taken from H. L. Rice, and Fidelity and Casualty Company of New York, which claim, for a valuable consideration, has heretofore been sold, assigned and transferred by the said E. W. Albano to claimant herein.

WENTWORTH & IRWIN INC.

By CHAS. G. IRWIN

State of Oregon,)
County of Multnomah,) ss.

I, CHARLES G. IRWIN, being first duly sworn, say:

That I am the Secretary of Wentworth & Irwin Inc., a corporation, the claimant above named.

That I have read the foregoing Notice, know the contents thereof, and the same are true, as I verily believe.

CHAS. G. IRWIN

Subscribed and sworn to before me this 16th day of January, 1940.

W. H. MASTERS
Notary Public for Oregon.
My Comm. expires Oct. 5, 1943.

(SEAL)

Endorsed: File No. 2859
Filed January 18, 1940
EARL SNELL
Secretary of State

#2202

RECEIVED
JAN 19 1
FOR FILING

275-B-1

January 18, 1940

Mr. Will H. Masters
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 17, enclosing notice of claim by Wentworth & Irwin, Inc., in the sum of $2,739.76, against H. L. Rice in connection with state highway contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy Road County Road, in Multnomah County.

We have noted this claim in our records of this job and, in accordance with our usual practice, are bringing it to the attention of the surety on this job, Fidelity & Casualty Company of New York, for whom Geo. S. Kerr Co., Title & Trust Building, Portland, are local agents.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 18, 1940

FIDELITY & CASUALTY COMPANY OF NEW YORK
Geo. S. Kerr Co., Local Agents
Title & Trust Building
Portland, Oregon

Gentlemen:

We have today received from Mr. Will H. Masters, attorney, Portland, copy of a notice of claim by Wentworth & Irwin, Inc., in the amount of $2,739.76, against H. L. Rice for labor and truck hire in connection with state highway contract No. 2202, Strebin Road-Hosner Road Section of the Troutdale-Sandy Road County Road, in Multnomah County.

Inasmuch as you are surety for the contractor on this job, we are bringing this claim to your attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL.

cc - H. L. Rice
[illegible] N. E. 31st Avenue
Portland, Oregon

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER 6361
PORTLAND, OREGON

JAN 1

January 17, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

I am enclosing herewith claim of Wentworth & Irwin, Inc. against H. L. Rice.

Yours truly,

Will H. Masters
AG.

/AG
Encl.

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Wentworth & Irwin, Inc., a corporation organized and existing under and by virtue of the laws of the State of Oregon, has a claim against H. L. Rice for work and labor in the hauling of rock and waste material on a truck by E. W. Albano, under a contract with H. L. Rice, which work and labor and truck hire was used in the construction of the Hossner Road Project in Multnomah County, State of Oregon; in the sum of $2739.76, which claim is also against the bond taken from H. L. Rice, and Fidelity and Casualty Company of New York, which claim, for a valuable consideration, has heretofore been sold, assigned and transferred by the said E. W. Albano to claimant herein.

WENTWORTH & IRWIN, INC.

By Chas G Irwin
Secretary.

STATE OF OREGON,)
County of Multnomah,) ss.

I, CHARLES G. IRWIN, being first duly sworn, say:

That I am the Secretary of Wentworth & Irwin, Inc., a corporation, the claimant above named.

That I have read the foregoing Notice, know the contents thereof, and the same are true, as I verily believe.

Chas G Irwin

Subscribed and sworn to before me this 16th day of January, 1940.

W. K. Moster
Notary Public for Oregon.

My Comm. expires Oct. 5, 1943.

~~FAS~~ 275-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 275-B (1)
Strebin Rd.-Hosner Rd. Sec.
Troutdale-Sandy Rd.

October 26, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

wa4pr-2387

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 275-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of Sept, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 18th day of April, 1939, revised project statement, which was approved by the Secretary on the 12th day of July, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (1) of said project which were recommended for approval by the United States District Engineer on the 4th day of May, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-four thousand, eight hundred ten and 00/100 dollars ($24,810.00) as the share of the United States payable under said act on account of Section B (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 181+50 at Strebin Road in the West 1/2, Sec. 7, T. 1 S., R. 4 E., W.M., and survey station 353+00 on the east boundary of Sec. 16, T. 1 S., R. 4 E., W.M.

, length 3.246 miles, in Multnomah County, being Section B (1) of Oregon Federal Aid Secondary project No. FAS 275, consisting of 3.246 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible] in length~~

8—5518

OCT 26 1939
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the
terms "Secretary" or "Secretary of
Agriculture" appear they shall in-
clude or have reference to the Federal
Works Administrator, as the context
requires, to conform to the President's
First Plan on Government Reorganization
under the Reorganization Act of 1939.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the OCT 13 1939 day of ______, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By W J O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 275-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $41,343.50 as the total estimated cost of said project, and the sum of $24,810.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 13 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~Secretary of Agriculture~~

By H. J. Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 3—4000

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

RECEIVED
OCT 20 1939
FOR FILING

FA 275-B-1

October 20, 1939

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Harner,
Division Credit Manager

Gentlemen:

Receipt is acknowledged of your letter of October 19, concerning the H. L. Rice Contract, No. 2202, Strebin Road-Hosner Section, in Multnomah County.

The original completion date of this contract was September 30, 1939. However, due to the fact that the award of this project was not made until the middle of July, the work, no doubt, will have to be carried on into next season. The total amount paid to date is $3,997.46, and the retained percentage is $705.44.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JN:MEL

RECEIVED
OCT 20 1939

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

October 19, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: H. L. Rice - Contract 2202 S/ult.

Will you kindly favor us with a progress report on the above indicated job. If work has been completed, please state completion and acceptance dates.

Also, if there are any liens filed, may we be advised of this?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HORNER
Division Credit Manager

RER:GC
Encl.

Sept. 15
Pd-$3,997.46
Ret. $705.44

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. NOUVELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
5200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
OCT 1939
FOR FILING

RECEIVED
OCT 9 1939
STATE HIGHWAY COMMISSION

226-1034

October 7, 1939

H. L. Rice, Contractor
9 N. E. 31st Ave.
Portland, Oregon

Dear Sir:

The completion date for your Contract No. 2202 is September 30th. Please submit a request for an extension of time in which to complete this contract. It will not be possible to place the oiled surface this fall and I suggest you request an extension of time until July 1, 1940.

Bids on this project were opened May 19th and the contract was awarded July 13th. The request for an extension of time must be accompanied by the consent of your surety and the request and consent should be presented to the Highway Commission through my office not later than October 15th, when your next estimate will be submitted.

Under the terms of your contract, you are to maintain this section of highway until all work to be done under the contract is complete. See Page 18 of the Special Provisions.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC N. G. Smith
H. B. Glaisyer

PUBLIC WORKS AGENCY
FEDERAL ROADS ADMINISTRATION
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 25 1939
OREGON
STATE HIGHWAY COMMISSION

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 275-B (1)
Strebin Road-Hosner Road
Troutdale-Sandy Road

August 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Secretary

JM:MBL

RECEIVED
AUG 1 1939

FA 275-B-1

July 31, 1939

Mr. H. L. Rice
5816 S. W. Hood Avenue
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2202 which was awarded to you on July 13, 1939, by the State Highway Commission for the grading, surfacing, and oiling of the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road Highway, in Multnomah County. This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
AUG 5 1939
FOR FILING

FA 275-B-1

July 28, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Strebin Road-Hosner Road Section, Project No. FAS 275-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 275-B (1)

STROHEIN ROAD-BOHNER ROAD SECTION

OF THE TROUTDALE-SANDY ROAD IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 21, 1939

All Required		Clearing and Grubbing	$ - -	$ 1,000.00
350	cu. yds.	Trench Excavation	1.25	437.50
4,700	cu. yds.	Excavation, Single Classif.	.40	1,880.00
200	yd. mi.	Truck Haul	.15	30.00
3.25	miles	Finishing Roadbed and Slopes	250.00	812.50
7,500	lin. ft.	Rounding Cutbanks	.07	525.00
900	lin. ft.	18" Concrete Pipe	1.35	1,215.00
60	lin. ft.	24" Concrete Pipe	2.25	135.00
700	lin. ft.	Salvaging Culvert Pipe	.50	350.00
6,500	cu. yds.	3½" - 2" Material in Base	2.15	13,975.00
3,300	cu. yds.	3/4" - 0" Material in Base	2.15	7,095.00
500	M.gal.	Sprinkling	2.00	1,000.00
3.25	miles	Preparation of Base	100.00	325.00
1,550	cu. yds.	Mineral Aggregate in Place	3.50	5,425.00
36	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	720.00
140	tons	Tar in Place	19.00	2,660.00
			Subtotal	$ 37,585.00
			10% Engr. & Cont.	3,758.50
			Total	$ 41,343.50

Length 3.246 miles
Cost per mile $ 12,736.75

FAS Funds Requested- -	$ 24,810.00
State Funds- -	16,533.50
	$ 41,343.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920

275-B-1

July 14, 1939

Mr. H. L. Rice,
9 Northeast 31st Ave.,
Portland, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you yesterday the contract covering the grading, surfacing, and oiling of the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County. This award was made in accordance with the provisions of the specifications and was based upon your low bid submitted on May 19, 1939, in the amount of $37,585, using tar.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

encl.

cc - Mr. H. L. Rice,
5816 S. W. Hood Avenue
Portland, Oregon

Sec confirmed

M

SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
JULY 14, 1939

H. L. RICE
9 N. E. 31st AVENUE
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY CONTRACT COVERING STREBIN ROAD HOSNER ROAD PROJECT ON TROUTDALE SANDY ROAD IN ACCORDANCE WITH THE PROVISIONS OF THE SPECIFICATIONS. AWARD BASED UPON LOW BID SUBMITTED BY YOU ON MAY NINETEENTH. LETTER FOLLOWS

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

FILE ✓

Contract # 220

REFERRED TO
Larsen
SECRETARY

Contractor has been notified of award
HSB

FAS 275-B(1) 13

APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FH 27- F-1

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

(35)

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

Received at 437 State St., Salem, Org., Tel. 3171

PRH6 19 GOVT=PORTLAND ORG 14 922A

4 AM 9 37

R H BALDOCK=

STATE HIGHWAY ENGINEER

REURTEL WE HEREBY CONCUR IN AWARD CONTRACT FAS 275-B(1) TO H. L. RICE AS OF JULY 13=

ANDREWS.

Contract # 2204

REFERRED TO
Parsons
SECRETARY

Contractor has been notified of award
HSB

FAS 275-B(1) 13. APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUL 15 1939
FOR FILING

7a
275-15-1

July 14, 1939

Mr. George S. Kerr,
Title and Trust Bldg.,
Portland, Oregon

Dear Mr. Kerr:

In compliance with your request, I am pleased to advise you that the State Highway Commission has awarded the Strebin Road-Hosner Road project on the Troutdale-Sandy Road to H. L. Rice of Portland, who submitted the low bid therefor on May 19, 1939. This award was based upon Mr. Rice's bid of $37,585.00, using tar, and the date of award is July 13, 1939.

Yours very truly,

HBG:MC

Secretary

FR 275-R-1

July 13, 1939

Mr. H. L. Rice
9 N. E. 31st Ave.
Portland, Oregon

Dear Sir:

We are sending to you today, by express, four copies of Contract No. 2202 which was awarded to you on July 13, 1939, by the State Highway Commission covering 3.25 miles grading, surfacing and oiling on the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 20 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

MC:AM Secretary

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JULY 5, 1939

RECEIVED
JUL 11 1939
FOR FILING

MR. W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

UNLESS AWARD OF CONTRACT FOR STREBIN ROAD HOSNER ROAD PROJECT IS ~~[illegible]~~ made WITHIN NEXT FEW DAYS, OILING WORK INVOLVED WILL HAVE TO BE POSTPONED UNTIL NEXT YEAR. POSSIBLY A WIRE TO YOUR REGIONAL OFFICE OR WASHINGTON OFFICE WOULD EXPEDITE APPROVAL. ANYTHING YOU CAN DO TO HASTEN ACTION WILL BE APPRECIATED.

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FAS 275-E-1

June 2, 1939

George S. Kerr,
Title and Trust Building
Portland, Oregon

Dear George:

With reference to your inquiry concerning the award of the Strebin Road-Hosner Road Section in Multnomah County to H. L. Rice, who submitted the low bid for such work on May 19, inquiry reveals that the award of this contract is dependent upon approval by the Bureau of Public Roads and there is a question as to whether or not it will be awarded at all. Just what the trouble is I do not know but it seems that there is some question as to whether or not the project really qualifies for the funds with which it is to be financed. I will write you again as soon as I hear anything definite.

Yours very truly,

HBG:MC

Secretary

Miss [illegible]
remind me to do this.
HBG

FAS 275-E-1

May 23, 1939

Mr. Oscar Cutler
Asst. Office Engineer
OFFICE

Dear Sir:

I am returning to you herewith five copies of the agreement with Multnomah County providing for maintenance of the Troutdale-Sandy Road from Section Line Road and Strebin Road to Hosner Road and Lusted Road after the construction of the same by the state as a federal aid secondary highway.

These are for your records and files. I have retained the original for the Commission's records.

Very truly yours,

Secretary

HBG:MBL

RECEIVED
MAY [illegible] 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 4, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project FAS 275-B (1), the Strebin Road-Hosner Road Section of the Troutdale-Sandy Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Copies of resolution covering maintenance should be forwarded with the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

May 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, the following papers for the Strebin Road-Hosner Road Section, Project No. FAS ~~274-B (1)~~ 275 B(1).

1. Seven copies of estimate to accompany plans and specifications.
2. Five copies of right of way statement.
3. Five sets of blueprint plans.
4. Five bid proposals.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS ~~274~~-B(1)
275

STREBIN ROAD-HOSNER ROAD SECTION

OF THE TROUTDALE-SANDY ROAD IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 1, 1939

All Required		Clearing and Grubbing	$ - -	$ 500.00
350	cu. yds.	Trench Excavation	1.00	350.00
4,700	cu. yds.	Excavation, Single Classif.	.35	1,645.00
200	yd. mi.	Truck Haul	.15	30.00
3.25	miles	Finishing Roadbed and Slopes	200.00	650.00
7,500	lin. ft.	Rounding Cutbanks	.10	750.00
900	lin. ft.	18" Concrete Pipe	2.00	1,800.00
60	lin. ft.	24" Concrete Pipe	3.00	180.00
700	lin. ft.	Salvaging Culvert Pipe	.75	525.00
6,500	cu. yds.	3½" - 2" Material in Base	2.50	16,250.00
3,300	cu. yds.	3/4" - 0" Material in Base	2.50	8,250.00
500	M-gal.	Sprinkling	1.50	750.00
3.25	miles	Preparation of Base	100.00	325.00
1,550	cu. yds.	Mineral Aggregate in Place	3.50	5,425.00
36	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	720.00
50	tons	RC-3 Asphalt in Binder Course	20.00	(Alternate)
66	tons	SC-6 Road Oil in Place	23.00	(Alternate)
140	tons	Tar in Place	17.50	2,450.00
			Subtotal	$ 40,600
			10% Engr. & Cont.	4,060
			Total	$ 44,660

Length	3.246 miles
Cost per mile	$ 13,758

FAS Funds Requested- -	$ 26,800
State Funds- -	17,860
	$ 44,660

[illegible] ROAD-MOSHER ROAD SECTION

275 B (1)

PROJECT NO. FAS 274-B(1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

May 1, 1939

RECEIVED

1

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Project FAS 39 (1)

SALEM, OREGON
APRIL 28, 1939

R. H. BALDOCK
OLYMPIC HOTEL
SEATTLE, WASHINGTON

COUNTY CANNOT FURNISH ROCK FROM KELLY BUTTE WITHOUT CONVICT LABOR. AM REVISING SPECIFICATIONS REQUIRING CONTRACTOR TO FURNISH ROCK

S. H. PROBERT

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FORM 2-6-1 3M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
~~[illegible]~~

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. MCLOUGHLIN
PORTLAND, OREGON

RECEIVED
MAY 3 - 1939
FOR

April 28, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Confirming our telephone conversation, the rock offered to us by Multnomah County at Kelly Butte for the Section Line-Hosner Road was produced by county prisoners and Multnomah County will not be able to provide us with rock produced by free labor.

In order to keep this project within the allocation, it will be necessary to cut off about one-half mile. Please make the easterly end of the project at Station 353, which is at the junction with the Hosner Road.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith

FORM [illegible] 2M 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
5200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JAN 30 1939
FOR FILE

Cancel
Pioneer
Emergency Road

RECEIVED
JAN 28 1939
OREGON
STATE HIGHWAY COMMISSION

January 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In response to your letter of January 25th, will report that the limits for the Section Line-Hosner Road will be as follows:

> Beginning at Station 168 at Beaver Creek, 3 miles east of Gresham, and extending southeasterly 3.93 miles to Station 377 at the Lusted Road Intersection.

The estimated cost is $46,000.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough ✓

NOTED
Asst. State Highway Engineer

FORM S-A-1 5M 9-38

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 26 1939
FOR FILING

January 25, 1939

Mr. E. A. Collier
Division Engineer
9200 S. E. McLoughlin
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Please send me the limits and lengths of the Section Line - Mosner road covering the termini sufficiently accurate to submit the project to Washington.

You may not have the project definitely worked out, but you can estimate it sufficiently correct for this purpose.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. C. Smith
Construction Engineer

HGS:FF
Cc To:

C. B. McCullough

FORM 2-A-1 2500 3-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

With regard to the Streben Road-Hosner Road Federal Aid Secondary Highway Project, on the Troutdale-Sandy Road in Multnomah County, funds for which have been set up in the F. A. S. (1939) program:

The project as proposed begins at a point approximately three miles east of Gresham at the junction of Streben Road and Section Line Road, and extends southeasterly 3.7 miles to the junction of the Beaver Creek Road and the Hosner Road.

The project contemplates some regrading for widening of the roadbed, resurfacing with heavy base course materials, and an oil mat surface treatment.

In order that the entire section of 3.7 miles may be constructed at this time, Multnomah County, in lieu of a cash contribution toward the cost of the project, has offered to manufacture and place in stockpiles at Kelly Butte, 6,500 cubic yards of 3½" minus crushed rock for use in constructing the sub-base course. This sub-base course is considered necessary in order to properly stabilize the roadbed for an oil mat surface.

The furnishing of this 6,500 cubic yards of rock by the county will permit the construction of the entire section of 3.7 miles. If this material is not used, the project will have to be shortened to approximately three miles.

The question at issue with the Bureau is whether or not the State can incorporate in the contract a provision that the contractor shall load and haul, and incorporate in the subgrade, 6,500 cubic yards of rock, to be stockpiled by the county. This question has been submitted to the Bureau of Public Roads office in Portland, and they have advised that they will submit the question to Washington for a decision, by letter.

However, it is imperative that the question be decided immediately, in order that the project may be advertised, and if satisfactory bids are received, awarded on May 18. If this is not done, the project will probably have to be held up until the June meeting, and if this is done there will not be sufficient time left during the summer and fall to complete the project before fall rains begin. I believe the Bureau office in Portland should be requested to submit this question to Washington by wire, and ask that a reply be given by wire, in order that an immediate decision can be made.

Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

ORM 2-A-1 2b

RECEIVED
JUN 8 - 1939
FOR

County
Project
Secondary

T26-6

April 25, 1939

NOTED
State Highway Engineer

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis,
Senior Highway Engineer

Dear Sir:

Herewith a copy of a letter received from George W. Buck, Roadmaster of Multnomah County, in which he advises that Multnomah County will stockpile 6,500 cubic yards of base rock at Kelly Butte, for use in the construction of the Streben Road-Hosner Road Section, of the proposed Section Line-Hosner Road Federal Aid Secondary Highway Project in Multnomah County.

We desire to incorporate in the special provisions a requirement that the contractor pick up this material and incorporate it in the base.

In proposing this, we cite, as a basis for our request for incorporating the picking up and placing of this material as a part of the proposed contract, the fact that we used a similar provision in the contract with the Rogers Construction Company for Project FAS 4-A, Hermiston-Cold Springs Section of the Hermiston Secondary Highway in Umatilla County, under date of February 18, 1938, our Contract No. 2054. On page 6 of the special provisions, we provided that the aggregates for the oil surface were to be secured from State-owned stockpiles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MB

Encl.

CONTRACT# [redacted] 2203

262-A-4 Junction City-Eugene Sec., 1939
Pacific Hwy. (Roadside Improve.)
2203

RECEIVED
DEC 16 1940
FOR FILING

[illegible]-A-4

December 14, 1940.

General Casualty Company of America
Mr. Walter M. Ransom, Agent
Miner Building
Eugene, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2203, for roadside improvement on the Junction City-Eugene Section of the Pacific Highway in Lane County, has been completed by the contractor, Blair T. Alderman, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 24, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $6,092.07, including final payment, and that no force account work was performed therein.

This contract was completed on November 30, 1939, and was accepted by the Commission on December 8, 1939.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DGD:RS

Secretary

NOTED
D. G. DeSart

FA 262-B-3
2203

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEB 16

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAP 262-B (3)
Junction City-Siuslaw Jctn.
Pacific Highway

February 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ron

Wayne-3876

Form P. R. 2

State Oregon

Federal Aid Project No. 262-B (3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of December, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (3) of said project which were recommended for approval by the United States District Engineer on the 12th day of July, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of six hundred fifty and 00/100

dollars ($650.00) as the share of the United States payable under said act on account of Section B (3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5318

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **Chap. 175, laws 1917; Chap. 31, laws 1920.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 15+21.7 at the south city limits of Junction City, and survey station 95+35, in the S.W. 1/4 Sec. 8, T. 16 S., R. 4 W., W.M., the north end of Section C (2) of said project, including a 415' wye connection to F.A. Route 25, (excepting therefrom bridges between survey stations 19+45 and 21+35; 26+00 and 26+95; 82+80 and 83+56).**, length **1.527** miles, in **Lane** County, being Section **B (3)** of **Oregon Federal Aid** project No. **262**, consisting of **1.527** miles of **roadside improvement.** [illegible]

8—5518

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the
terms "Secretary" or "Secretary of
Agriculture" appear they shall in-
clude or have reference to the Federal
Works Administrator, as the context
requires, to conform to the President's
First Plan on Government Reorganization
under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (3) of said project shall not in any event exceed the sum of six hundred fifty and 00/100 dollars ($650.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one thousand, eighty-four and 13/100 dollars ($1,084.13), the approved total estimated cost of Section B (3) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of FEB 2 1940, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~,

By
~~[illegible]~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—5812

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid ~~P~~Project No. 262-B, (3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 1,084.13 as the total estimated cost of said project, and the sum of $ 650.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of FEB 2 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR

By W. J. O'Leary
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 3—4690

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

RECEIVED
DEC 22 1939
FOR FILING

FA 262 - B - 3

December 21, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Junction City-Siuslaw Junction Section, Project No. FA 262-B (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FA 262-B-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 18, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 262-B (3), Junction City-Siuslaw Junction Section, Pacific Highway, was made by a representative of this office on December 11, 1939. The final voucher when submitted should be accompanied by a statement that the replacement planting--should any be required--has been performed as provided in the specifications.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

262-B-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

DEC 13 1939

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 262-B (3)
Junction City-Siuslaw Junction
Pacific Highway

December 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
DEC 14 1939
FOR FILING

FA 262-B-3

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Junction City-Siuslaw Junction Section, Project No. FA 262-B (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 262-B (3)

JUNCTION CITY-SIUSLAW JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 28, 1939

(Sta. 15+21.7 to Sta. 95+45)

20	cu. yds.	Trench Excavation	$ .90	$ 18.00
700	cu. yds.	Excavation, Single Classif.	.33	231.00
50	lin. ft.	12" Corr. Iron Pipe	1.60	80.00
18	lin. ft.	Salvaging Culvert Pipe	1.80	32.40
1	acre	Preparation and Seeding of Grass Areas	16.20	16.20
All Required		Furnishing and Planting Trees and Shrubs (11%)		249.48
All Required		Transplanting Native Willows		324.00
8.5	bales	Peat Moss	2.20	18.70
0.28	tons	Commercial Tankage	56.46	15.80
			Subtotal	$ 985.58
			10% Engr. & Cont.	98.55
			Total	$ 1,084.13

Length 1.527 miles
Cost per mile $ 709.97

Federal Aid Funds Requested- -	$ 650.00
State Funds- -	434.13
	$ 1,084.13

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
JUL 13 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 12, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 262-B (3), the Junction City-Siuslaw Junction Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the inclusion of the project on the 1939 program.

We are recommending lump sum for trees and shrubs. This method, of course, means that no substitutions are contemplated under this contract.

Very truly yours,

WH Lynch

W. H. LYNCH,
District Engineer

July 3, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications, and five copies of right of way statement for the Junction City-Siuslaw Junction Section, Project No. FA 262-B (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 262-B (3)

JUNCTION CITY-SIUSLAW JUNCTION SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

[illegible]

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 3, 1939

(Sta. 15+21.7 to Sta. 95+45)

20	cu. yds.	Trench Excavation	$ 1.25	$ 25.00
700	cu. yds.	Excavation, Single Classification	.50	350.00
50	lin. ft.	12" Corr. Iron Pipe	1.50	75.00
18	lin. ft.	Salvaging Culvert Pipe	.80	14.40
1	acre	Preparation and Seeding of Grass Areas	75.00	75.00
All Required		Furnishing and Planting Trees and Shrubs (11%)		286.00
All Required		Transplanting Native Willows		100.00
8.5	bales	Peat Moss	5.00	42.50
0.28	tons	Commercial Tankage	50.00	14.00
			Subtotal	$ 981.90
			10% Engr. & Cont.	98.19
			Total	$ 1,080.09

Length 1.529 miles

Cost per mile $ 706.40

Federal Aid Funds Requested- -	$ 650.00
State Funds- -	430.09
	$ 1,080.09

JUNCTION CITY-SIUSLAW JUNCTION SECTION

PROJECT NO. FA 262-B(3)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 3, 1939

ESTIMATE

Junction City - Siuslaw Jct. Section

		$
Trench Excavation	20 cu yds @ 1^{25}	25^{00}
Excavation, Single Class.	700 cu yds @ 40¢	280^{00}
12" Corrugated Iron Pipe	50 lin ft @ 1^{50}	75^{00}
Salvaging Culvert Pipe	18 lin ft @ 60¢	10^{80}
Preparation & Seeding Grass Areas	1 acre @ 75	75^{00}
Furnishing & Planting Trees & Shrubs	all	320^{00}
Transplanting Native Willows	all	100^{00}
Peat Moss	9 bale @ 5^{00}	45^{00}
Commercial Tankage	.3 Ton @ 50^{00}	15^{00}
		945^{00}
	10% Eng & Cont.	95
	Total	1030^{00}

ESTIMATE

Siuslaw Junction - Awbrey Section

Trench Excavation	10 cu yds @ 1^{25}	$12.50
Excavation, Single Class	650 cu yds @ 40¢	$260.^{00}$
24" Concrete Pipe	120 lin ft @ 3^{50}	420^{00}
Placing Surfacing Materials	300 cu yds @ 25	75^{00}
Preparation & Seeding Grass Areas	6 acres @ 75	450^{00}
Furnishing & Planting Trees & Shrubs	all	1100^{00}
Peat Moss	18 bales @ 5^{00}	90^{00}
Commercial Tankage	.7 Ton @ 50^{00}	35^{00}
		2442^{50}
	10% Eng & Cont	244^{50}
	Total	2687^{00}

ESTIMATE

Aubrey - Eugene Section

Trench Excavation 5 cu yds @ 1^{25}	\$ 6^{25} ~~[illegible]~~
Excavation, Single Class 3000 cu yds @ 40	1200^{00}
24" Concrete Pipe 45 lin ft @ 3^{50}	157^{50}
Salvaging Surfacing Materials 180 cu yd @ 3	54^{00}
Placing Surfacing Materials 20 cu yd @	8^{00}
Moving & Constructing Fence all	100^{00}
Preparation & Seeding Grass Areas 22 acres @ 7[illegible]	1650^{00}
Furnishing & Planting Trees & Shrubs all	1200^{00}
Peat Moss 23 bales @ 5^{00}	115^{00}
Commercial Tankage 1 ton @ 50^{00}	50^{00}
	4540^{25}
10% Eng & Cont	454^{75}
Total	4995
GRAND TOTAL	\$ 8712^{00}

[illegible]stimate (PRELIMINARY)

Junction City - Eugene

Right of Way Cleanup		400^{00}
Trench Excavation	45 cu. yds @ 1^{00}	45^{00}
Excavation, Single Class	7500 @ 40¢	3000^{00}
Truck Haul	1100 yd mi @ 13¢	143^{00}
24" Concrete Pipe	180 lin ft. @ 2^{70}	486^{00}
Salvaging + Relay Culvert Pipe	18' @ 1^{00}	18^{00}
Salvaging Surfacing Material	200 @ 50¢	100^{00}
Placing Top Soil Cover	550 cu yds @ 50¢	275^{00}
Salvage & Install Fence	100 Rods @ 1^{00} —	100^{00}
Preparation for Seeding & Seeding		100^{00}
Crushed Gravel Surfacing	450 cu yds @ 40¢	180^{00}
Planting Trees & Shrubs	Lump.	2000^{00}
Peat Moss	40 bales @ \$5^{00}	200,^{00}
Fertilizer	2 ton @ 50^{00}	100^{00}
		7147
10% Eng & Cont.		713
Total		\$7860^{00}

Junction City-Eugene

Awbrey Eugene Section

Acer macrophyllum	3	2.50	7.50
Acer platanoides	18	2.50	45.00
Acer platanoides schwedleri	11	2.50	27.50
Cornus nuttalli	39	3.00	117.00
Deutzia gracilis	6	75¢	4.50
Forsythia suspensa fortunei	10	75¢	7.50
Holodiscus discolor ariaefolius	58	50¢	29.00
Juniperus pfitzeriana	45	1.25	56.25
Mahonia aquifolium	30	1.00	30.00
Mahonia nervosa	5	1.00	5.00
Philadelphus coronarius	58	50¢	29.00
Pinus contorta	24	4.00	96.00
Quercus garryana	27	3.00	81.00
Rosa rubiginosa	42	60	25.20
Sambucus caerulea	15	1.50	22.50
Salix babylonica	3	2.00	6.00
Pseudotsuga douglasi	168	3.50	588.00
Picea sitchensis	1	3.50	3.50
Sorbus aucuparia	1	1.50	1.50
			1181.95

[illegible]

Bank Sloping & Grading
Removal of Old Pavement

111

Roadside Improvement
Junction City - Siuslaw Jct. Section
Pacific Hwy
Lane, Co.

Acer macrophyllum	1 @	2^{50}		2^{50}
" platanoides	20 @	2^{50}		50^{00}
" " schwedl	6 @	2^{50}		15^{00}
Cornus nuttali	5	3^{00}		15^{00}
Corylus rostrata	7	1^{25}		8^{75}
Forsythia suspensa fortun	3	75¢		2.25
Holodiscus discolor ariaef.	26	50¢	1,	13^{00}
Mahonia aquifolium	9	1^{00}		9^{00}
Mahonia nervosa	15	1^{00}		15^{00}
Philadelphus coronarius	42	50¢		21^{00}
Pinus contorta	1	4^{00}	1	4^{00}
Pinus ponderosa	10	4^{00}		40^{00}
Populus nigra italica	8	1^{50}	1	12^{00}
Quercus garryana	7	3^{00}		21^{00}
Rosa rubiginosa	18	60¢		10^{80}
Sambucus ~~caerulea~~	4	[illegible]		6^{00}
Viburnum lantana	7	1¢		7^{00}
Pseudotsuga douglasi	12	3^{50}		42^{00}
~~Native~~ willows & Ash	30	60¢		18^{00}
~~Transplanting~~				
				312^{30}

~~Concrete curb 540 lin ft~~

Bank sloping & Grading $350^{00}

[illegible] Jct. - Aubrey Section

Acer macrophyllum	3	2^{50}	7.50
Acer platanoides	45	2^{50}	112.50
Acer platanoides	15	2^{50}	37^{50}
Berberis darwini	12	50¢	6^{00}
Cornus nuttali	9	3^{00}	27^{00}
Forsythia suspensa fortunei	5	75¢	375
Fraxinus oregana	1	2^{00}	2^{00}
Holodiscus discolor ariaefolius	34	50¢	17^{00}
Juniperus pfitzeriana	9	$\$1^{25}$	11^{25}
Mahonia aquifolum	44	1^{00}	44^{00}
Mahonia nervosa	34	1^{00}	34^{00}
Philadelphus coronarius	63	50¢	31^{50}
Pinus contorta	5	4^{00}	20^{00}
Quercus garryana	7	3^{00}	21^{00}
Rosa rubiginosa	18	60¢	10^{80}
Sambucus caerulea	22	1^{50}	33^{00}
Salix babylonica	3	2^{00}	6^{00}
Pseudotsuga douglasi	84	3^{50}	301^{00}
			1097^{05}

~~Concrete curb 465 lin ft.~~ =

Bank sloping & Grading

new 2^{00} per rod

moving 100^{00} per rod

20 tree to bale
4 lbs to tree =

FA 262-C-2
2203

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

FEB 16

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAP 262-C (2)
Siuslaw Junction-Awbrey Sec.
Pacific Highway

February 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

[illegible]

Wa4pr-3878.

Form P. R. 2

State Oregon

Federal Aid Project No. 262-C (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of December, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C (2) of said project which were recommended for approval by the United States District Engineer on the 12th day of July, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of one thousand, two hundred and 00/100 dollars ($1,200.00) as the share of the United States payable under said act on account of Section C (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 21, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 95+55 in the S.W. 1/4 of Sec. 8, T. 16 S., R. 4 W., at the south end of Section B (3) of said project, and survey station 336+40 at the north line of Sec. 5, T. 17 S., R. 4 W., W.M., the north end of Section A (4) of said project, including a 440' connection to F.A. Route No. 25, (excepting therefrom two bridges at survey stations 145 and 321+50, total length 0.041 of a mile, construsted under Section C), length 4.607 miles, in Lane County, being Section C (2) of Oregon Federal Aid project No. 262, consisting of 4.607 miles of roadside improvement. ~~[illegible]~~

~~[illegible]~~

+f

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

F

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C (2) of said project shall not in any event exceed the sum of one thousand, two hundred and 00/100 dollars ($1,200.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two thousand, one hundred ninety-two and 13/100 dollars ($2,192.13), the approved total estimated cost of Section C (2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

4f

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of FEB 2 1940, 19......

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission,
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By W. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~as~~ Federal Aid Project No. 262-C(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $2,192.15 as the total estimated cost of said project, and the sum of $1,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of FEB 2 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~Secretary of Agriculture~~

By H.J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 8—4820

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

RECEIVED
DEC 22 1939
FOR FILES

FA 262-C-2

December 21, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Siuslaw Junction-Aubrey Section, Project No. FA 262-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED

FA 262-C-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 18, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 262-C (2), Siuslaw Junction-Awbrey Section, Pacific Highway, was made by a representative of this office on December 11, 1939. The final voucher when submitted should be accompanied by a statement that the replacement planting--should any be required--has been performed as provided in the specifications.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

262-C-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Project No. 262-C (2), roadside improvement between Junction City and Eugene.

In approving, the Regional Office made the following comment:

> "The estimate for this project does not contain a summary showing the total estimated cost, including the cost of non-participating material. It is requested that the total estimated cost be shown in future estimates containing non-participating material items, which are incorporated in the Federal Aid work."

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Jvr

RECEIVED
DEC 14 1939
FOR FILING

FA 262-C-2

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Siuslaw Junction-Awbrey Section, Project No. FA 262-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 262-C (2)

SIUSLAW JUNCTION-[illegible] SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 28, 1939

10	cu. yds.	Trench Excavation	$ .90	$ 9.00
650	cu. yds.	Excavation, Single Classif.	.33	214.50
120	lin. ft.	24" Concrete Pipe	2.30	276.00
260	cu. yds.	Placing Surfacing Materials	.72	187.20
6.0	acres	Preparation and Seeding of Grass Areas	16.20	97.20
All Required		Furnishing and Planting Trees and Shrubs (426)		952.56
18	bales	Peat Moss	2.20	39.60
0.7	tons	Commercial Tankage	56.46	39.52
			Subtotal	$ 1,815.58
			10% Engr. & Cont.	181.55
			Total	$ 1,997.13

Length	4.607 miles
Cost per mile	$ 433.49

Federal Aid Funds Requested- -	$ 1,200.00
State Funds- -	797.13
	$ 1,997.13

NON-PARTICIPATING ITEMS

Surfacing Materials in Stockpile, Furnished Under Price Agreement No. 2, Contract No. 2063

260	cu. yds.	Crushed Gravel in Stockpile	$ .75	$ 195.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 13 1939
STATE HIGHWAY COMMISSION

July 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 262-C (2), the Siuslaw Junction-Awbrey Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award of contract will be withheld pending approval of the project on the 1939 program as a minor revision, and also approval of the use of stockpiled material.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

July 3, 1939

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications, and five copies of right of way statement for the Siuslaw Junction-Awbrey Section, Project No. FA 262-C (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　Federal Aid Project No. 262-C (2)

[illegible] JUNCTION-[illegible] SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 3, 1939

10	cu. yds.	Trench Excavation	$ 1.25	$ 12.50
650	cu. yds.	Excavation, Single Classification	.50	325.00
120	lin. ft.	24" Concrete Pipe	3.50	420.00
260	cu. yds.	Placing Surfacing Materials	.50	130.00
6.0	acres	Preparation and Seeding of Grass Areas	75.00	450.00
All Required		Furnishing and Planting Trees and Shrubs (42%)		1,092.00
18	bales	Peat Moss	5.00	90.00
0.7	tons	Commercial Tankage	50.00	35.00
			Subtotal	$ 2,554.50
			10% Engr. & Cont.	255.45
			Total	$ 2,809.95

Length　4.607 miles
Cost per mile　$ 609.93

Federal Aid Funds Requested- -	$ 1,690.00
State Funds- -	1,119.95
	$ 2,809.95

NON-PARTICIPATING ITEMS

Surfacing Materials in Stockpile, Furnished Under Price Agreement No. 2, Contract No. 2063

260	cu. yds.	Crushed Gravel in Stockpile	$ 0.75	$ 195.00

[illegible] JUNCTION-AWBREY SECTION

PROJECT NO. FA 262-C(3)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 3, 1939

FA 262-A-4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

FEB 16

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Ore. FAP 262-A (4)
Awbrey-Eugene Section
Pacific Highway

February 15, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

For

Wa4 pr- 3875

Form P. R. 2

State Oregon

Federal Aid Project No. 262-A (4)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of December, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of November, 1935, a project statement, which was approved by the Secretary on the 16th day of November, 1935, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (4) of said project which were recommended for approval by the United States District Engineer on the 12th day of July, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two thousand, ninety and 00/100 dollars ($2,090.00) as the share of the United States payable under said act on account of Section A (4) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—3610

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 336+40 on the north line of Sec. 5, T. 17 S., R. 4 W., the south end of Section C (2) of said project, and survey station 616+00 in the N.E. 1/4 of Sec. 26, T. 17 S., R. 4 W., W.M., the north end of Project WPGH 262-A, (excepting therefrom those portions between survey stations 405+97 and 406+50; 468+88 and 469+30; 498+45 and 499+08; 524+72 and 525+33; and 613+50 and 613+71.), length 5.247 miles, in Lane County, being Section A (4) of Oregon Federal Aid project No. 262, consisting of 5.247 miles of roadside improvement.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (4) of said project shall not in any event exceed the sum of two thousand, ninety and 00/100 dollars ($2,090.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three thousand, four hundred ninety-three and 90/100 dollars ($3,493.90), the approved total estimated cost of Section A (4) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of FEB 2 1940, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By Herm. McClung(?)
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By W. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 262-A(4), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $3,493.90 as the total estimated cost of said project, and the sum of $2,090.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of FEB 2 1940 one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR

By W. J. O'Leary
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—4280

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

#2203

RECEIVED
DEC 29 1939
FOR FILING

262-A-4

December 29, 1939

General Casualty Company of America,
Walter M. Ranson, Agent,
Miner Building,
Eugene, Oregon.

Dear Sirs:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Blair T. Alderman on Contract No. 2203, Junction City-Eugene Section of the Pacific Highway in Lane County. This payment will be made on or after January 8, 1940. Kindly akknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FA 262-A-4

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 18, 1939.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 262-A (4), Awbrey-Eugene Section, Landscaping, Pacific Highway, was made by a representative of this office on December 11, 1939. The final voucher when submitted should be accompanied by a statement that the replacement planting--should any be required--has been performed as provided in the specifications.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

262-A-4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Project No. 262-A (4), Awbrey-Eugene Section of the Pacific Highway.

In approving, the Regional Office made the following comment:

> "The estimate for this project does not contain a summary showing the total estimated cost, including the cost of non-participating material. It is requested that the total estimated cost be shown in future estimates containing non-participating material items, which are incorporated in the Federal Aid work."

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encls.

Fran

Form [illegible]—7-38

ON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 25th., 1939

Section Junction City-Eugene

Kind of work Roadside Improvement

Highway Pacific

Section prefix 20-1114

Contractor Blair T. Alderman

Contract number 2203

Date of contract July 27th., 1939

Date of completion November 30th., 1939

Date work started Aug. 2nd., 1939

Estimated date of completion Nov. 30th., 1939

Amount of contract $5,988.72

Per cent of time elapsed 95%

Estimated cost of completed project, exclusive of engineering $6,102.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $530.00, 8.8%

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Progress by Contractor

Contractor has completed contract except for a little cleaning up.

No work this week

1939

NOTED
H.N. HACK

NOTED
RAY WEBBER

NOTED
H.G. SMITH

Signed B.A. Martin

Address Eugene Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.5	Roadside Improvement			
Miles partially completed					
Miles completed					
Total estimated quantities	4350				
Estimated quantities moved or placed to date	5148				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form [illegible]—[illegible]—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 18, 1939

Section	Junction City- Eugene	*Kind of work*	Roadside Improvement
Highway	Pacific	*Section prefix*	20 - 1114
Contractor	Blair T. Alderman	*Contract number*	2203
Date of contract	July 27, 1939	*Date of completion*	November 30, 1939
Date work started	August 2, 1939	*Estimated date of completion*	November 30, 1939
Amount of contract	$ 5988.72	*Per cent of time elapsed*	90 %

Estimated cost of completed project, exclusive of engineering $ 6102.00

Per cent of contract completed, based on total contract price 98 %

Engineering cost to date, $ 530.00, 8.8 %

Date project was completed ......, 193..

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Progress by Contractor

Finished planting trees this week, Has completed contract except for a little cleaning up.

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

NOV 20 1939

Signed B.O. Martin (Location Engr.)

Address Court House, Eugene Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.5	Roadside	Improvement		
Miles partially completed					
Miles completed					
Total estimated quantities	4360				
Estimated quantities moved or placed to date	5148				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lane COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons	1						1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovel[illegible] ...., Power [illegible]ers ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 14 1939
FOR FILING

FA 262-A-4

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Awbrey-Eugene Section, Project No. FA 262-A (4).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 262-A (4)

[illegible]-[illegible] SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 28, 1939

5	cu. yds.	Trench Excavation	$ .90	$ 4.50
3,000	cu. yds.	Excavation, Single Classif.	.33	990.00
45	lin. ft.	24" Concrete Pipe	2.30	103.50
180	cu. yds.	Salvaging Surfacing Materials	1.20	216.00
20	cu. yds.	Placing Surfacing Materials	.72	14.40
All Required		Moving and Constructing Fence		327.90
22	acres	Preparation and Seeding of Grass Areas	16.20	356.40
All Required		Furnishing and Planting Trees and Shrubs (466)		1,043.28
23	bales	Peat Moss	2.20	50.60
1	ton	Commercial Tankage	56.46	56.46
			Subtotal	$ 3,162.64
			10% Engr. & Cont.	316.26
			Total	$ 3,478.90

Length 5.247 miles
Cost per mile $ 663.02

Federal Aid Funds Requested- -	$ 2,090.00
State Funds- -	1,388.90
	$ 3,478.90

NON-PARTICIPATING ITEMS

Surfacing Materials in Stockpile, Furnished Under Price Agreement No. 2, Contract No. 2063

20	cu. yds.	Crushed Gravel in Stockpile	$ .75	$ 15.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FA 262-A-4

August 7, 1939

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

We are forwarding to you today, by express, a fully executed copy of Contract No. 2203 which was awarded to you on July 27, 1939, covering roadside improvement on the Junction City-Eugene Section of the Pacific Highway, in Lane County. This is for your records and files.

Very truly yours,

Secretary

JM:AM

FA 262-A-4

July 28, 1939

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

The State Highway Commission, on July 27, 1939, awarded you the contract for 11.5 miles of roadside improvement on the Junction City-Eugene Section of the Pacific Highway, in Lane County. This award was based on your low bid of $5,988.72 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FA 262-A-4

July 28, 1939

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2203 which was awarded to you on July 27, 1939, covering the construction of roadside improvement on the Junction City-Eugene Section of the Pacific Highway, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and forward them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, page 14, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

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DEC 14 1939
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 27, 1939

[illegible]
JUL [illegible]
[illegible]

Mr. R. H . Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 262-A (4), 262-B (3), and 262-C (2), Junction City-Eugene Section of the Pacific Highway in Lane County, to Blair T. Alderman, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 12, 1939

RECEIVED
JUL 13 1939
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 262-A (4), the Awbrey-Eugene Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award of contract will be withheld pending approval of the project on the 1939 program and also approval of the use of stockpiled material.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUL 19 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 18, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are advised that the Commissioner of Public Roads approved the use of about 350 cubic yards of State-owned, stock-piled, crushed gravel on Oregon Federal Aid Projects 262-A and C as a non-participating item. Federal Aid will only participate in the cost of hauling and placing the material for surfacing driveways in connection with roadside improvement work.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

July 3, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sirs:

Herewith are enclosed seven copies of estimate to accompany plans and specifications, and five copies of right of way statement for the Aubrey-Eugene Section, Project No. FA 262-A (4).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 262-A (4)

ANBREY-EUGENE SECTION OF THE
PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 3, 1939

5	cu. yds.	Trench Excavation	$ 1.25	$ 6.25
3,000	cu. yds.	Excavation, Single Classification	.50	1,500.00
45	lin. ft.	24" Concrete Pipe	3.50	157.50
180	cu. yds.	Salvaging Surfacing Materials	.80	144.00
20	cu. yds.	Placing Surfacing Materials	.50	10.00
All Required		Moving and Constructing Fence		100.00
22	acres	Preparation and Seeding of Grass Areas	75.00	1,650.00
All Required		Furnishing and Planting Trees and Shrubs (46%)		1,196.00
23	bales	Peat Moss	5.00	115.00
1	ton	Commercial Tankage	50.00	50.00
			Subtotal	$ 4,928.75
			10% Engr. & Cont.	492.87
			Total	$ 5,421.62

Length 5.247 miles
Cost per mile $ 1,033.27

Federal Aid Funds Requested- -	$ 3,260.00
State Funds- -	2,161.62
	$ 5,421.62

NON-PARTICIPATING ITEMS

Surfacing Materials in Stockpiles Furnished Under Price Agreement No. 2, Contract No. 2063

20	cu. yds.	Crushed Gravel in Stockpile	$ 0.75	$ 15.00

[illegible] SECTION

PROJECT NO. FA 262-A(1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer
By

S. H. Probert
Office Engineer

July 3, 1939

FA 262-A-4

June 26, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In connection with the proposed Roadside Improvement project on the Junction City-Eugene Section of the Pacific Highway, we have approximately 350 cubic yards of state-owned crushed gravel in stockpile, which would be suitable for use in the surfacing of driveways.

We would like to have permission to furnish these materials to the contractor, with the understanding that the materials will be furnished without federal participation.

The project referred to is Project FAP 262-A and C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FOR [illegible]

FA 262-A-4

July 26, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

As requested in your letter of July 24th, we are sending herewith, in triplicate, an analysis report prepared by our Landscape Engineer, George H. Otten, for the Junction City-Eugene Roadside Improvement Project, Projects FA 262-A (4), 262-B (3) and 262-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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JUL 25 19[illegible]
ST[illegible] [illegible]MISSION

July 24, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to P. S. and E. papers forwarded this office for review covering Federal Aid Projects 262-A (4), 262-B (3), and 262-C (2), Roadside Improvement, Junction City to Eugene.

It is requested that a landscape analysis report be submitted in triplicate covering the proposed work on each of the above projects, such report also to include information showing the value to through and local traffic of the roadside parks proposed at the borrow pit sites.

As bids for these projects are to be opened July 27, it is requested that the landscape analysis be submitted at your early convenience. Reference is made to our letters of October 18, 1938 and November 8, 1938, on landscaping, also correspondence on Oregon FAP 36-C and 147-H (2).

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

CONTRACT # [redacted] 2204

FA 174 E-1 Warren Creek Sec., Columbia 1939
River Hwy.
#2204

R

RECEIVED
OCT - 8 1941
[illegible]

174-F-1

Salem
October 8, 1941

Agreement covering flood
control at Warren Creek

Mr. S. H. Probert
Office Engineer
OFFICE

Please note attached agreement between the O.W.R. & N. Company and the State of Oregon covering flood control at Warren Creek, near Lindsey, in Hood River County.

Will you please see that the Railroad Company is billed for its contribution ($6,250) in accordance with Section 1 on Page 2. Also, confer with Mr. Bishop and arrange to keep an accurate record of the actual maintenance expense performed under this agreement, in accordance with Section 3, and arrange for an equalization of this expense between the State and the Railroad Company on or before the first day of January each year.

The Railroad Company has retained one copy of this agreement and Mr. Glaisyer has a copy for the Commission files.

C. B. McCullough

Form 3010
8-41-5M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

October 2, 1941

Mr. C. B. McCullough
Assistant Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

As requested by your letter of August 14, 1941, we are enclosing herewith two copies of executed agreement, dated August 11, 1941, between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and the State of Oregon by State Highway Commission, covering flood control at Warren Creek, near Lindsey, Hood River County, Oregon.

For our reference, there has been assigned to this agreement Contract Department Number 26058.

Yours truly,

S MURRAY

NOTED
C. B. McCullough

SHIP AND TRAVEL BY RAIL

RECEIVED
AUG 3 0 1941
FOR FILING

174-E-1

August 29, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of August 27, 1941, we are enclosing herewith five copies of excerpts of the meetings of the Highway Commission on February 14, 1941, and April 3, 1941, concerning the extension of time and engineering penalty on the Warren Creek Section, Project No. FA 174-E (1).

The action of the Highway Commission of February 14 provided for engineering penalty subsequent to July 31, 1940, but the later action waived the penalty for costs occurring previous to September 1, 1940. However, your department concurred in only the first action, and, accordingly, no engineering costs between July 31 and September 1 were included as participating costs in the final voucher for the project. These costs were included in the non-participating engineering item of $1,072.32.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1941
[illegible]

August 27, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish four copies of the customary excerpt from the minutes of the Commission regarding extension of contract time, subject to payment of engineering costs, for your contract No. 2204, Oregon FAP 174-E (1), the Warren Creek Section of the Columbia River Highway.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

R

EXCERPT FROM MINUTES OF MEETING ON FEBRUARY 14, 1941
OF THE OREGON STATE HIGHWAY COMMISSION

E. C. Hall Company, contract No. 2204, for grading, surfacing and oiling the Warren Creek Section of the Columbia River Highway, in Hood River County, requested an extension of time from July 31 to September 21, 1940, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to the fact that they were required to postpone construction of guard fence until oiling work had been completed in order to eliminate any possibility of oiling operations discoloring the white guard rail. The Engineer advised that bids were taken for this project on July 27, 1939, but the contract was not awarded until September 9, 1939, at which time the date of completion was changed to July 31, 1940, due to delay in the award. The contractor did not commence construction operations until October 2, 1939, and the work was not completed until September 21, 1940. It was his thought that the contractor should have had no difficulty in completing the job within the specified time limit and accordingly recommended that the extension of time requested be granted but that the contractor be required to reimburse the state for expense incurred for engineering supervision subsequent to July 31, 1940. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

EXCERPT FROM MINUTES OF MEETING ON APRIL 3, 1941

OF THE OREGON STATE HIGHWAY COMMISSION

The Commission discussed a letter from E. C. Hall Company requesting release from payment of a portion of the penalty charged it for failure to complete its contract with the state for grading, surfacing, oiling and construction of a structure on the Warren Creek Section of the Columbia River Highway, in Hood River County, contract No. 2204. Mr. Hall alleged that bids for this job were taken by the Commission on July 27, 1939, but the contract was not awarded to him until September 9, 1939, necessitating an automatic extension of the time limit to July 31, 1940; further, that owing to a serious traffic condition he was not able to start the grading work until July 15, 1940, and even at that late date the material handled was so wet that it had to be mixed with other material so as to maintain traffic over the road. It was his thought that he would be entitled to an extension of time without penalty up to September 1, 1940, for such reason. The Engineer advised that the reasons given by Mr. Hall for his failure to complete this job within the specified time limit are substantially correct – that July 15 was about the earliest that this section could be worked satisfactorily without interfering with free flow of traffic on the Columbia River Highway. He recommended in view of the circumstances that the E. C. Hall Company be relieved of the payment of the extra engineering expense incurred by the state prior to September 1, 1940, but that it be charged with the cost of engineering supervision incurred by the state subsequent thereto. The Commission approved the recommendation and so ordered.

[illegible]
[illegible]

R

RECEIVED
AUG 14 1941
FOR FILE

174-E-1

August 14, 1941

Mr. Sam Harvey
Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

We are returning herewith three copies of the agreement between the Oregon-Washington Railroad and Navigation Company, the Union Pacific Railroad Company and the State Highway Commission covering participation in the flood control project at Warren Creek in Hood River County.

Will you please have the copies executed by the proper officials of your company and return two copies to this office.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

JH:OA

FORM E-30 REVISED 20M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1941

Subject: Agreement re Flood Control
at Warren Creek near Lindsey

To:

Mr. C. B. McCullough
Assistant Chief Engineer

Dear Sir:

I am returning to you, herewith, three copies of the agreement between the Oregon-Washington Railroad and Navigation Company, the Union Pacific Railroad Company, and the State Highway Commission, covering participation in the flood control project at Warren Creek, near Lindsey, in Hood River County.

These have been signed by the Highway Commission and are now ready for execution on the part of the Railroad Companies. When fully executed will you please furnish me with one copy for the Commission's records and files.

Very truly yours,

Secretary

HBG:RS

Form 8010
7-37-5,000

OMPANY

PORTLAND, OREGON

REFERRED TO Mr Glaisyer
By Asst. State Highway Engineer

These are ready for the Commission's signature
Mc

RECEIVED
AUG - 2 1941
OREGON STATE HIGHWAY COMMISSION

Salem, Oregon.

Dear Sir:

I enclose herewith duplicate originals of agreement between the railroads and the state of Oregon, covering participation in the Warren Creek improvement, as referred to in your letter of June 30.

We have inserted figures and dates in blank spaces in the agreement, and we have also attached exibit map.

Will you please have both copies of this agreement executed by the Highway Commission and return to me for the like action on the part of the railroad companies.

One extra carbon copy of the agreement is enclosed for your file.

Yours truly,

S MU[illegible]

SHIP AND TRAVEL BY RAIL

Form 3010
7-37-5,000

R

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

August 1, 1941

RECEIVED
AUG - 2 1941
OREGON STATE HIGHWAY COMMISSION

Mr. C. B. McCullough,
Asst. Chief Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

I enclose herewith duplicate originals of agreement between the railroads and the state of Oregon, covering participation in the Warren Creek improvement, as referred to in your letter of June 30.

We have inserted figures and dates in blank spaces in the agreement, and we have also attached exibit map.

Will you please have both copies of this agreement executed by the Highway Commission and return to me for the like action on the part of the railroad companies.

One extra carbon copy of the agreement is enclosed for your file.

Yours truly,

S. MURRAY

R

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194
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1941

174-E-1

Subject: Warren Creek Agreement

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

L

Dear Sir:

I am returning three copies of the proposed agreement between the Union Pacific Railroad Company and the State covering the trash rack and flume at Warren Creek on the Columbia River Highway. This agreement is in accordance with the understanding reached by the two parties and is in form for final approval by the Highway Commission.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached

NOTED
C. B. McCullough

RECEIVED
FOR FILING

File

174-E-1

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1941

Subject: Warren Creek Trash
Rack Costs

[illegible]

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

Dear Sir:

I am returning your file of correspondence with reference to the Warren Creek Trash Rack. Mr. Murray's letter of July 16 sets up costs in accordance with Mr. Baldock's letter of December 9. The items of cost in Mr. Baldock's letter, however, apparently were taken from some partial estimate, as they do not include two extra work orders and an adjustment on the cost of structural steel. The figures which I gave you under date of January 2 were the final costs, not including engineering, with the exception of a reduction of $1.72 on the strucural steel adjustment, which would be reflected in the price of the trash rack and dam. The total cost of the project, exclusive of the bridge and of engineering, was $11,973.05. The total engineering cost on the project was $4,400.38, which, if prorated according to the value of the work performed, would amount to a charge of $1,069.29 against the cooperative items for engineering. This would make the total cost to us of the cooperative items $13,042.34, and the railroad's half of the project would be $6,521.17.

Very truly yours,

GS Paxson

G. S. Paxson
Bridge Engineer

GSP CM
Attached

Form 8010
7-37-8,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

July 16,1941

Mr.C.B.McCullough,
Asst Chief Engineer,
State Highway Commission,
Salem,Oregon

Dear Sir:

Referring to your letter June 30,1941,in regard to contract covering our participation in Warren Creek improvement:

In view of our repeated discussions and the necessity for compromise on some of the items of cost involved in this improvement,I present below statement of charges as we have agreed upon them, which follow the terms of contract prepared by Mr.Shields and which I will present for execution by our principals:

Trash rack excavation	$605.40	
Tunnel excavation	1809.60	
Flume ditch excavation	958.43	
Relief Channel excavation	682.45	
Class 'D' concrete	341.28	
Mortar rubble masonry	1621.50	
Structural steel	1023.61	
Treated lumber (33M FBM)	2690.32	
Flume lining	2054.42	
		$11787.01
Engineering		712.99
Total		$12500.00
One-half to be assumed by Union Pacific		$6250.00

I am sending you two signed copies of this letter. Will you please indicate your approval on both copies and return one of them to me. I will insert the figure $6,250.00 in the contract and will file copy of this letter with our Auditor as a supporting paper.

Yours very truly,

S. MURRAY

Accepted:

SHIP AND TRAVEL BY RAIL

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FOR FILING

174-E-1

June 30, 1941

Mr. S. Murray
Union Pacific Railroad Co.,
Pittock Block
Portland, Oregon

Dear Sir:

I have delayed answering your communication of June 11, in reference to the proposed contract covering participation in the Warren Creek Improvement owing to the fact that I was away from the state for about a week, and to general press of other matters.

I have now had time to go over Mr. Shields' comments and redrafted agreement attached thereto, both copies of which I am returning herewith. I have also gone over the encroachment agreement dated August 18, 1939, and the original agreement for the construction and maintenance of the flume (dated July 28, 1923 and modified by letter agreement of January 14, 1924).

Frankly, I still feel that a portion at least of the cost of the new bridge structure should in all equity be charged against the cooperative project; and I felt that in our last modified agreement wherein only half the cost of the bridge structure was charged against the project, that we had gone just as far as we should. However, in view of the 1939 encroachment agreement, I presume that we are not in good position to press our claim; and moreover it is, after all, a rather small matter either way.

Since the construction of this structure we have put some expense thereon. The total amount, however, will not exceed $100 (the itemized bills are not in yet).

If you will agree to reimburse us in the amount of $6,230, as indicated in Section 1 of Mr. Shields' draft, I will recommend that the instrument be signed by the Highway Commission. I have indicated

UNION PACIFIC RAILROAD COMPANY

Mr. S. Murray, #2 June 30, 1941.

this figure in pencil on the attached draft, and also have filled in on page 3 the dates which you have left blank.

I would be glad to hear from you in reference to this matter.

Very truly yours,

C. E. McCullough
Assistant Chief Engineer

CEM:AP

cc Mr. J. M. Devers

Form 3010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

June 11,1941

Mr.C.B.McCullough,
Asst Chief Engineer,
State Highway Commission,
Salem, Oregon

Dear Sir:

Referring to proposed contract covering participation in the Warren Creek improvement:

I thought you and I and Mr.Devers had written up a very creditable contract but I find that our job has not been so good and I attach copy of Mr.Shields' letter to me May 29th, together with draft of agreement which has been prepared by Mr.Betz.

I call you attention particularly to paragraph numbered 2 in Mr.Shields' letter,which refers to contract between the railroad companies and the State dated August 18,1939,and which provides thatthe highway bridge across Warren Creek shall be constructed by the State at its own expense. Under the circumstances I will be glad to have you suggest whatever adjustment you may consider necessary.

Will you please return to me one copy of this last draft,together with any suggestions which may occur to you.

Yours truly,

S MURRAY

3-0

Portland, May 29, 1941

Mr. S. Murray:

Proposed contract with Oregon Highway
Commission for flood prevention at Warren
Creek near Lindsey, Oregon

Thank you for your letter of May 26 regarding the above. We are returning your file herewith.

We have examined draft of contract covering this project and have the following comments thereon:

(1) The proposed contract is between the State and the Union Pacific, which is therein called "Company". Section 5 recites that the parties entered into a contract dated July 28, 1923, and that the "Company pursuant to said agreement dated July 28, 1923, constructed a flume." This is not strictly accurate, because the Union Pacific was not a party to the agreement of 1923, which was between the State and the O-WR&NCo. If, as stated by you, this agreement is to supplement the 1923 agreement, the O-WR&NCo. as well as the Union Pacific should be a party. Furthermore the 1923 agreement was materially modified by letter agreement between yourself and Mr. Roy A. Klein,
1 ⊗ State Highway Engineer, dated January 14, 1924, which is nowhere referred to in the proposed agreement.

(2) Section 6 of proposed agreement refers to highway bridge across Warren Creek and provides that the Railroad will pay half the cost of this bridge, which half according to Section 2 would amount to $1,460.75. This is inconsistent with contract between the Railroad Companies and the State dated August 18,
② ⊗ 1939, granting easement for the highway relocation across Warren Creek shall be constructed by the State at its own expense. Consequently there would be deleted from the contract any provision obligating the Railroad Companies to pay any part of the cost of this bridge.

(3) Section 3 of the contract refers to "north side of highway right of way." As a matter of fact we understand the highway is located on railroad right of way at this point, under easement from the Railroad to Hood River County dated August 17, 1914, as modified by agreement between the Railroad Companies and the State dated August 18, 1939, so that reference to "highway right of way" is not strictly accurate.

In view of the foregoing, we have thought it advisable to redraft the proposed agreement, and accordingly submit revised draft herewith. In order to keep the record clear and in order to bring the contract up to date, we are of the opinion a revised exhibit map, showing the location of the project, should be attached to the agreement and made a part thereof.

In redrafting the agreement, it was not entirely clear to us whether bills for emergency repairs would be rendered and paid immediately upon completion of the repairs, or whether they, like other maintenance bills, would be adjusted annually. We have assumed the latter is the case, but if our assumption is erroneous, shall be glad to make necessary change.

Roy F. Shields

FJB C
enc.

MAY 7 1941
FOR FILING

174-E-1

May 5, 1941.

Mr. Sam Murray
Union Pacific Railroad Co.
Pittock Block
Portland, Oregon

Dear Mr. Murray:

Herewith five copies of redrafted agreement covering the railroad's participation in Warren Creek improvement. These have been revised in accordance with our recent discussion, and a copy of the same was submitted to you for inspection Friday morning in your office.

I trust that this instrument is now in a form satisfactory to your company. If you will have the same executed on the part of the company and returned to this office, I will see that it is presented to the Commission for ratification and signature at the earliest possible date.

Very cordially yours,

C. B. McCullough
Assistant Chief Engineer

CBM:AP
Enclosures - 5

cc Mr. Devers

Form 3010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
MAY 6 1941
FOR FILING

174-E-1

April 25,1941

NOTED
C. B. McCullough

Mr.C.B.McCullough,
Asst Chief Engineer,
State Highway Commission,
Salem,Oregon

Dear Sir:

I have yours April 18th enclosing agreement covering drainage at Warren Creek and am holding these papers until I hear from you further.

I have checked up our appropriation on this matter and find myself in an embarrassing situation. Our 1941 improvement budget included an item of $6750.00 for our participation in this project. Please refer to Mr.Baldock's letter December 9,1940,giving me an estimate of $12,965.71. Following that I prepared budget item in amount of one-half of $13,000, and added $250 for good measure,making a total budget item for one-half the work, $6750.00.

I note Mr.Baldock included in his estimate an item for Engineering and Contingencies,in amount $1178.00. Such item is not included in the statement contained in the contract, but the cost of the new bridge is included in the statement,and that makes up the difference.

I have also learned today that a work order on the basis of budget item,has been prepared in amount $6750. It is going to be a little bit difficult for me to make payment this year in view of this circumstance and I would probably have to wait for next year's budget item,but would like to get the matter cleaned up. I have had a little doubt as to the propriety of including the new bridge in this account,recognizing all the time however that you have included it in the statement in perfect good faith,and with some argument in favor of same,but should not some of the cost of this bridge be included in the item for widening and improving the highway?

Some other idea may occur to you which would warrant reducing the sum shown in the contract,in which we would participate equally with the State,and bring our share down to the amount of $6750 shown by the budget item.

I wish you would study this problem to that end. I do not want to be 'penny ante' about this matter, but in order to cover our share as it now stands in the contract, we would have to send it back to New York and all around the Horn again.

Will you please let me have your views.

Yours truly,

S MURRAY

174-E-1

Cross Referenced To
Maint
Drainage &
Flood Control

April 18, 1941.

Cross Referenced To
Const
R/W
Col. River - Upper

Mr. Sam Murray
Union Pacific Railroad Co.,
Pittock Block
Portland, Oregon

Dear Sir:

Mr. Devers has redrafted the Warren Creek agreement so as to conform with your recent suggestions (see Recitals 3 and 4 on page 1). We believe the agreement now conforms in all respects to your wishes, and are therefore enclosing five bound copies for your approval and execution. If you will return them to this office as soon as they are approved, I will see that they are promptly presented to the Highway Commission for its approval.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:AP
Enclosures 5

cc Mr. Devers

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1941

Subject:

To: Mr. C. B. McCullough,
Office.

Dear Sir:

I have redrafted the Warren Creek agreement so as to conform to suggestions made by Mr. Murray.

Your attention is called to recital 3 on page 1 for one of the changes made and your attention is called to recital 4 which is an addition to the original draft.

I believe the agreement now conforms to all of the suggestions and I am enclosing five bound copies and one unbound copy. If this form of agreement now meets with your approval will you please send the copies to Mr. Murray for his approval, and if approved then for execution. The unbound copy may be retained in your files for reference.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:PW
Enc.

1941

FOR FILING

174-E-1

March 17, 1941.

Warren Creek flume

Maint

Drainage & Flood Control

Mr. J. M. Devers

I think the attached agreement (covering the Warren Creek Flume) is OK, with one or two minor changes.

In answer to your last inquiry, Mr. Paxson thinks that Mr. Bets would probably want the OWRR&N Company to be made a party to this agreement.

C. B. McCullough

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1941

Subject: Cooperative agreement covering drainage project at Lindsey

To: Mr. C. B. McCullough,

Office.

Dear Sir:

At long last I have prepared the Warren Creek agreement and I am submitting a draft for your approval. You will note that I have not attached or referred to a blueprint. If it is the purpose of the Company and the State that a set of plans or blueprints should be made a part of the agreement then I will add a paragraph to that effect and you can supply the necessary copies.

Usually where the Union Pacific is a party to an agreement something is said in the agreement about the O. W. R. R. & N. In other words, the O. W. R. R. & N. is usually brought in whenever the Union Pacific is made a party. If that is to be done in this case, then I should be told so that when the agreement is put in final form we can meet that requirement.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW
Enc.

O.K.

It is probable that Mr. Betz will insist on OWR&N being a party to the agreement. I don't believe a map is needed.

OR FILING

174-E-1

Cross Referenced To

January 18, 1941

Relative Indexed Under
Warren Cr. Flume
Lindsey Drainage Proj.

Cooperative agreement covering drainage project at Lindsey

Mr. J. M. Devers

In reference to the attached communication from Mr. Murray asking that we draw up a cooperative agreement covering the drainage project just completed at Lindsey, and pursuant to your recent request for further data, I am submitting the following:

1. In the location of the Columbia River Highway (US30) it was necessary to cross a certain creek known as Warren Creek near Lindsey Station, said crossing being located in the County of Hood River, and at Highway Mile 56.30.

2. The main line of the Union Pacific Railroad Company (OWRR&N) which runs roughly parallel to Highway US30, also crosses Warren Creek at or near this point.

3. For many years trouble has been experienced at this point due to the fact that Warren Creek falls over a high cliff at a point south or upstream from the highway bridge, and at certain seasons of the year the stream of water falling over the cliff operated to break off portions of the bank, causing a large amount of debris to accumulate in the stream below, with resulting erosion, channel shifting, and obstruction of both highway and railroad bridge openings.

4. To counteract this condition, the railroad company has heretofore constructed a flume to carry the water away from its structure. However, in order to afford complete protection, both to the railroad and the highway, the state, subsequent to the construction of the railroad company's flume, undertook the construction of an additional project consisting of a dam and a trash rack in Warren Creek at the top of the cliff in connection with a tunnel through the cliff in order to drain said trash rack. In addition to said dam, trash rack and tunnel, it was necessary for the state to construct a flume connecting the mouth of said tunnel with the railroad company's flume hereinbefore mentioned at the lower or northerly side of the railroad company's bridge over Warren Creek.

5. The construction of the above project also necessitated the replacement of the state's existing bridge with another structure of the same

span length but at a different location, said relocation and reconstruction of said bridge structure being necessary in order to take full advantage of the protection afforded by the construction of the dam, trash rack, tunnel and flume hereinabove mentioned. The total cost of the state's projects was as follows:

Trash rack and dam	$3,711.06 ✓
Tunnel	1,878.09 ✓
Flume	5,703.17 ✓
Relief channel excavation	682.45 ✓
New highway bridge	2,921.50
Total	$14,896.27

6. The above construction is of equal benefit to the railroad and the state. Moreover, the maintenance of this project, together with the railroad company's flume to which it connects at its northerly or downstream end, is likewise an obligation which should be borne equally by the state and railroad company.

The foregoing are the recitals. The subject matter of the contract should state:

1. That the railroad company agrees to reimburse the state for 50 per cent of the cost of the construction of the trash rack, dam, tunnel, flume, channel excavation and bridge aforesaid (said reimbursement being 50 per cent of $14,896.27, or $7,448.13).

2. That the actual maintenance work for that portion of the project lying southerly from the north side of the highway right of way shall be performed by the highway department's forces; and the maintenance of that portion of the project lying northerly from this point, including railroad company's flume, shall be performed by the railroad company's forces, each party to bill the other for 50 per cent of the expenditures necessarily incurred.

3. Either party shall have the right to maintain any portion of the structure in case of emergency, and to bill the other party for 50 per cent of the expenditures thus incurred.

C. B. McCullough

Form 3010
7-37-5,000

NOTED
C. B. McCulloch

Maint
Drainage

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

January 15,1941

Mr.R.H.Baldock,
Chief Engineer,
State Highway Commission,
Salem,Oregon

Dear Sir:

On December 24th I wrote you suggesting that your Law Department draw up draft of contract covering drainage project at Lindsey so that we may have basis on which to take our share. Has anything come of this?

Yours truly,

S Murray
S MURRAY

Phoned Murray 1/16/41 and told him contract would be submitted to him in short time
CBMc

SHIP AND TRAVEL BY RAIL

29M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1941

Subject:

RECEIVED
JAN 6 1941
LEGAL DEPT

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

L

Dear Sir:

Herewith a letter from Mr. Murray concerning a construction and maintenance agreement on the drainage at Warren Creek near Lindsey. This drainage flume crosses the Columbia River Highway at Mile Post 56.30 in Hood River County. This project consists of a dam and trash rack in Warren Creek with a tunnel through the cliff to drain the trash rack and a flume connecting the mouth of the tunnel with the existing Union Pacific flume at the lower or northerly side of the Union Pacific railroad bridge over Warren Creek. The construction of the project necessitated the replacement of the existing bridge in the highway with another structure of the same span length at a different location. The construction of this bridge is included as a part of the cost of the project, because the bridge would not have been replaced if it had not been for the rearrangement of the drainage facilities. In the contract for this work there was included the regrading and surfacing of a section of the highway which was not necessitated by the drainage work. The cost of this regrading and surfacing has not been included in the items given hereinafter. The cost of the drainage work is as follows:

Trash rack and dam	$ 3,711.06
Tunnel	1,878.09
Flume	5,703.17
Relief channel excavation	682.45
Highway bridge	2,921.50
Total	$14,896.27

[illegible]

In conformance with Mr. Murray's letter, I would suggest that Mr. Devers be asked to draw up an agreement whereby the railroad reimburses us for one-half of the foregoing costs and agrees to assume one-half of the maintenance costs of the entire project. The entire project consists not only of the work enumerated but also of the flume to which this connects. This flume was built by the railroad about two years ago. In his letter, Mr. Murray suggests that the State do all maintenance work southerly from the northerly highway right-of-way line and that the railroad do all work northerly from this same point, each party to bill the other for one-half of its expenditures. He also suggests that the agreement authorize either party to do maintenance work anywhere on the project in an emergency.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough
Attached

VED
C 1 0 1940
FOR FILING

174-E-1

December 9th, 1940

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

Following is the cost of the Warren Creek Trash Rack broken down into various items:

Trash Rack Excavation	$605.40
Mortar Rubble Masonry	1,621.59
Class "D" Concrete	361.28
Structural Steel	1,023.61
Tunnel Excavation	1,809.60
Relief Channel Excavation	682.45
Flume Ditch Excavation	958.43
Treated Lumber	2,690.32
Metal Flume Lining in Place	2,034.33
	$11,787.01
Engineering & Contingencies	1,178.70
	$12,965.71

If you are successful in your desire to cooperate fifty percent on this project, we can furnish you with a certified copy of the final estimate to the contractor.

I believe the maintenance should be handled on a fifty-fifty cooperative basis, the State Highway Department to do the maintenance and bill the railroad from time to time. It probably will be several years before any appreciable maintenance will be needed.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

Form 3010

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

December 4,1940

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Attention Mr.H.G.Smith

Dear Sir:

Yours October 14th about Warren Creek trash rack,etc:

I wonder whether you could furnish me quickly with a detailed cost statement covering this work and the 50% payable by the railroad company, so that I may submit it for approval in connection with recommendation for the 1941 budget.

I presume also we should have a contract covering construction and maintenance. Will be glad to have your ideas in respect to this.

Please understand that the foregoing is merely to support our recommendation and we have no doubt it will be approved. I will appreciate it if you will not consider my inquiries to be a commitment.

Yours truly,

S MURRAY

CC Mr.B.H.Prater
Mr.W.C.Perkins

RECEIVED
DEC 1940

SHIP AND TRAVEL BY RAIL

NOTED
D. G. DeSart

RECEIVED
APR 1[illegible] 1941
FOR FILING

174-E-1

April 11, 1941

MARYLAND CASUALTY COMPANY
Hansen & Rowland, Inc., Agent
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 2204, for grading, surfacing, and oiling the Warren Creek Section of the Columbia River Highway, in Hood River County, has been completed by the contractor, E. C. Hall Company, and that revised final settlement will be made by the state with said contractor on or after April 21, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands, incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $49,322.55, of which $749.71 is for force account work. This contract was completed on September 21, 1940, and accepted by the Commission on February 14, 1941.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MEL

NOTED
D. G. DeSart

RECEIVED
MAR 31 1941
FOR FILING

174-E-1

March 27, 1941.

Mr. S. Murray,
Resident Engineer
Union Pacific Railroad Co.,
Pittock Block
Portland, Oregon

Dear Sir:

Replying to your letter of March 25th, E. C. Hall Company completed construction of the Warren Creek Section of the Columbia River Highway on September 21, 1940, and the job was formally accepted by the State Highway Commission on February 14, 1941. This was State Highway Contract No. 2204.

Yours very truly,

DD:MC

Secretary

Form 3010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
R 27 1941
STATE HIGHWAY COMMISSION

March 25,1941

Mr.R.H.Baldock,
Chief Engineer,
State Highway Commission,
Salem,Oregon

Dear Sir:

According to my records you awarded contract to E.C. Hall Co. on September 9,1939,for certain construction work on the Warren Creek Section of the Columbia River Highway in Hood River County,a distance of about .69 mile and certain drainage features in connection therewith.

9-21-40

Will you please advise the date the work was completed and accepted by the Commission. This information is required in connection with bond furnished in favor of the railroad company.

2-14-41

Yours very truly,

S MURRAY

SHIP AND TRAVEL BY RAIL

RECEIVED
APR 1 1941
FOR FILING

174-E-1

April 1, 1941

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on February 14, 1941, the following action was taken on your request for extention of time:

"E. C. Hall Company, contract No. 2204, for grading, surfacing and oiling the Warren Creek Section of the Columbia River Highway, in Hood River County, requested an extension of time from July 31 to September 21, 1940, within which to complete this job. They alleged that their failure to complete the project within the specified time limit was due to the fact that they were required to postpone construction of guard fence until oiling work had been completed in order to eliminate any possibility of oiling operations discoloring the white guard rail. The Engineer advised that bids were taken for this project on July 27, 1939, but the contract was not awarded until September 9, 1939, at which time the date of completion was changed to July 31, 1940, due to delay in the award. The contractor did not commence construction operations until October 2, 1939, and the work was not completed until September 21, 1940. It was his thought that the contractor should have had no difficulty in completing the job within the specified time limit and accordingly requested that the extension of time requested be granted but that the contractor be required to reimburse the state for expense incurred for engineering supervision subsequent to July 31, 1940. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - E. A. Collier

RECEIVED
MAR 18 1941
FOR FILING

174-E-1

March 15, 1941

E. C. Hall Co. request for extension
of time, Warren Creek Section

Mr. H. G. Smith

Please make a report on this and attach it to this letter and have it ready for the next Commission meeting.

R. H. Baldock

RHB:hi

RECEIVED
[illegible]

174-E-1

March 4, 1941

MARYLAND CASUALTY COMPANY
Hansen & Rowland, Inc., Agent
Washington Building
Tacoma, Washington

Gentlemen:

You are hereby notified that State Highway Contract No. 2204, for grading, surfacing, and oiling on the Warren Creek Section of the Columbia River Highway, in Hood River County, has been completed by the contractor, E. C. Hall Company, and that final settlement will be made by the state with said contractor on or after March 14, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $48,255.27, including final payment, of which $112.76 is for force account work. This contract was completed on September 21, 1940, and accepted by the Commission on February 14, 1941.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DCD:MBL

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MAR 1 194
FOR FILING

174-E-1

R.H. Baldock
January 15, 1940

Warren Creek Section
Contract #2204

FINAL COST ANALYSIS
Grading, Surfacing & Oiling
E. C. Hall, Contractor
J. E. Peck, Resident Engineer

Columbia River Highway
Prefix #14-1103

NOTED

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	916.07	All				3,000.00
Trash Rock Excavation	1,352.57	403.6	Cu. Yd.	3.35	1.50	605.40
Tunnel Excavation	3,419.38	139.2	" "	24.56	13.00	1,809.60
Flume Ditch Excavation	555.84	1,277.9	" "	0.43	.75	958.43
Relief Channel Excavation	582.76	1,364.9	" "	0.43	.50	682.45
Bridge Footing "	119.04	182.96	" "	0.66	1.00	182.96
Roadbed Excavation	7,827.37	50,251.6	" "	0.156	0.26	13,065.42
Overhaul	1,195.58	79,705	Yd.Sta.	0.015	0.015	1,195.58
Truck Haul	1,483.10	9,887.3	Yd. Mi.	0.15	0.15	1,483.10
Finishing Roadbed & Slopes	258.75	0.69	Mile	375.00	500.00	345.00
Rounding Cutbanks	108.00	1,350	Lin.Ft.	0.08	0.10	135.00
18" Ext. Str. Corr. Iron Pipe	160.38	112 X	" "	1.43	2.00	224.00
24" Corr. Iron Pipe	234.92	100	" "	2.35	2.50	250.00
42" " " "	183.94	36	" "	5.10	5.00	180;00
Install. 18" Culvert Pipe	132.34	112 X	" "	1.18	All	300.00
Cable Guard Fence	3,202.69	3,091	" "	1.04	1.25	3,863.75
Class "D" Concrete	2,066.36	105.23	Cu. Yd.	19.64	24.00	2,525.52
Metal Reinforcement	558.57	10,323	Lbs.	0.054	0.06	619.38
Mortar Rubble Masonry	2,280.56	108.1	Cu. Yd.	21.10	15.00	1,621.50
Structural Steel	719.08	14,632	Lbs.	0.049	0.07	1,024.24
Treated Lumber	2,527.01	33.629	M-FBM	75.14	80.00	2,690.32
Metal Flume Lining	1,655.72	821.766	Lin.Ft.	2.01	2.50	2,054.42
1¼"-0" Rock in Base	3,594.04	1,209.5	Cu. Yd.	2.97	3.00	3,628.50
*Placing 3/4"-½" Rock in Shldrs.	390.45	427	" "	0.92	1.25	533.75

FINAL COST ANALYSIS, CON'T.
Warren Creek Section - Columbia River Highway

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Sprinkling	683,28	392.25	M. Gal.	1.74	2.00	784.50
*Preparation of Base	144.90	0.69	Mile	210.00	200.00	138.00
*Placing Mineral Aggregate	1,456.30	950.5	Cu. Yd.	1.53	1.50	1,425.75
*Furnish & Place Min. Aggregate	653.70	183	" "	3.57	4.00	732.00
*RC-3 Asphalt in Binder	409.73	13.39	Tons	30.60	30.00	401.70
*Asphalt in Place	1,735.58	60.77	"	28.56	28.00	1,701.56
*RC-3 Asphalt in Seal	347.00	11.23	"	30.60	30.00	340.20
P.A. #1 12" C. I. P.	194.10	122	Lin.Ft.	1.59	1.25	152.50
P.A. #2 Cement Adj.		15½	Bbl.	Deduct	2.65	-41.08
P.A. #3 Steel Under-run	72.65					72.65
Force Account	112.76					112.76
Deduction for excess Engineering due to over-run of time limit.						-540.29
	41,334.32					48,255.27

Gross Revenue	$48,255.27
Total Cost	41,334.32
Net Profit	6,920.95

Net Profit equals 14.4% of Gross Revenue

* Sub-Contracted to J. C. Compton.

Warren[illegible]eek Section - Columbia River [illegible]way

Detail of Cost

LABOR:

Supervision	1,258.00	
Labor	11,287.90	
S. I. A. C.	639.89	
S. S. & Unemployment Insurance	483.84	$ 13,669.63

MATERIALS:

18" Corr. Iron Pipe, X-Str.	112	Ft.	@ $ 1.20	134.40	
18" Bands	5	Ea.	@ 1.32	6.60	
24" Corr. Iron Pipe	100	Ft.	@ 1.61	161.00	
24" Bands	3	Ea.	@ 2.00	6.00	
42" Corr. Iron Pipe	36	Ft.	@ 3.70	133.20	
42" Bands	2	Ea.	@ 3.72	7.44	
12" Corr. Iron Pipe	122	Ft.	@ 1.21	147.62	
12" Bands	5	Ea.	@ 1.51	7.55	
Structural Steel	14,623	Lbs.	@ 3.10	453.31	
Reinforcing Steel	10,323	"	@ 3.84	396.40	
Treated Lumber	33,629	M-FBM	@ 52.00	1,748.71	
Metal Flume Lining	29,583.5	Lbs.	@ 3.25 CWT	961.46	
Cable Guard Fence Materials	3,091	Lin.Ft.	@ 0.625	1,931.88	
1¼"-0" Crushed Rock	1,209.5	Cu.Yd.	@ 2.25	2,721.38	
Mineral Aggregate for Oiling	183	Cu. Yd.	@ 1.85	338.55	
Portland Cement	273¼	Bbls.	@ 2.65	724.11	
Concrete Aggregate	175-3/4	C. Y.	@ 2.25	395.40	$10,275.01

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental		6,949.00	
Gas, Oil & Grease		1,037.35	
Explosives		315.82	
Miscellaneous Supplies & Small Tools		607.72	
Bridges, Flume & Trash Rack, Misc. Supplies		422.23	
Shaping Flume Metal		412.70	
Office and Overhead	3% of Gross Revenue	1,460.95	
Move In, Freight and Cartage		949.30	
Bond		477.75	
Public Liability Insurance		120.95	12,753.77

SUB-CONTRACTOR, J. C. COMPTON :

Placing 3/4"-1/2" Cr. Rock in Shldrs.	427	Cu.Yd.	@0.85	354.95	
Preparation of Base	0.69	Mile	@ 200.00	138.00	
Placing Mineral Aggregate	1,133	Cu.Yd.	@ 1.50	1,699.50	
RC-3 in Binder	13.39	Tons	@ 30.00	401.70	
Asphalt in Place	60.77	"	@ 28.00	1,701.56	
RC-3 in Seal	11.34	"	@ 30.00	340.20	4,635.91
					$41,334.32

WARREN CREEK SECTION - COLUMBIA RIVER HIGHWAY

REMARKS:

This contract which required grading, surfacing, oiling and structures on a .69 mile section of the Columbia River Highway was bid on July 27, 1939. As the State was not able to award the contract immediately, work was not started until October 2nd, and the contract was completed on September 21st, 1940.

During the fall of 1939 the contractor did most of the clearing, built a detour road, constructed the bridge and excavated most of the flume ditch and relief channel. The excavation of the ditches was done with a 3/4 yard shovel and 2 light trucks. Very little drilling and shooting was required in this excavation.

In order to do the work required at the top of the Warren Creek Falls, the contractor erected a cable high line powered with a two drum Jaeger Hoist. The [redacted] trash rack and dam site excavation required considerably more work and time than the contractor had estimated, and this item shows a considerable loss. The Tunnel was constructed during the winter months, and the contractor took a large loss due to the excessively hard rock and too low a bid. The masonry dam at the top of the falls was built with large rocks and boulders hoisted from the creek bed near the foot of the falls. Elevating the rock as well as the other materials increased the cost of the masonry. The trash rack was constructed at a good profit.

The contractor moved all of the roadbed excavation with D8 cats and 13 yard scrapers and made an excellent profit. The scraper units averaged 33.5 cubic yards per hour, and most of the material was moved without drilling or shooting. In completing one of the cuts a boulder deposit was encountered which required some use of a heavy ripper. The h-1/4"-0" rock surfacing was purchased from a commercial plant in Hood River and was delivered on the job. However, deliveries were slow and uncertain which increased the cost of the street work. The oiling was sub-contracted to J. C. Compton. The oil was delivered at Hood River by rail.

The contractor made a very good profit on the job due principally to the excavation bid.

E. H. CLYMER,
COST ANALYST

By

V. R. Jones

174-E-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 8, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 174-E (1), Warren Creek Section of the Columbia River Highway, was made by a representative of this office on October 7, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

RECEIVED
OCT 15 1940
FOR FILING

174-E-1

2204

October 14, 1940

Maryland Casualty Company
Hansen & Rowland, Inc., Agents
Washington Building
Tacoma, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Company on Contract No. 2204, Warren Creek Section of the Columbia River Highway, in Hood River County. This payment will be made on or after October 24, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

174-E-1

Form E-1—3M—9-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 28, 1940

Section Warren Creek

Kind of work Grading, Surfacing and Paving

Highway Columbia River

Section prefix 14-1103

Contractor E.C.Hall Company

Contract number 2204

Date of contract Sept 9, 1939

Date of completion July 31, 1940

Date work started Oct 2, 1939

~~Estimated~~ date of completion Sept 21, 1940

Amount of contract $ 47,775.00

Per cent of time elapsed 118 %

Estimated cost of completed project, exclusive of engineering $ 48384.55

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4060.59, 7.7 %

Date project was completed Sept 21st, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This Project was finished on Saturday Sept 21st. Semi-Final estimate was shipped tp Mr.E.A.Collier, Division Engineer on Sept 28th.

This will be the final report on this Project.

SEP 30 1940

NOTED
RAY WEBBER

NOTED
H.N.HACKER

Signed ....

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.69				
Miles partially completed	0.69				
Miles completed	0.69				
Total estimated quantities	50,000				
Estimated quantities moved or placed to date	50,251.6				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT.

174-E-1

RECEIVED
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
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STATE HI[illegible]

Stencil No. 14

IN YOUR REPLY PLEASE
REFER TO FILE No.

Ore. FAP 174-E (1)
Warren Creek Section
Columbia River Highway

July 1, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

Wayfr-5794

Form P. R. 2 6-21-40

State Oregon

Federal Aid Project No. 174-E(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of June, 1940

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of October, 1931, a project statement, which was approved on the 10th day of December, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section E(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of July 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand, three hundred fifty-one and 15/100 dollars ($19,351.15) as the share of the United States payable under said act on account of Section E(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

[illegible]
Encl.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1929; Chapter 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources $ $16,009.06, which has been made available by the War Department.

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 668+00 in the NW 1/4, Sec. 4, T. 2 N., R. 9 E., and survey station 693+50 in the NW 1/4 of Sec. 4, T. 2 N., R. 9 E., W. M.

, length 0.482 of a mile in Hood River County, being Section B(1) of Oregon Federal Aid project No. 174, consisting of 0.482 of a mile of roadway and no bridges, of more than 20 feet clear span,

[illegible]
Encl.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11370

(b) The Highway Department hereby agrees that, if the Oregon-Washington Railroad & Navigation Company or the Union Pacific Railroad Company should require for railroad purposes, any portion of the easement granted to the State of Oregon under dates of August 17, 1914 and August 18, 1939, and demand the removal therefrom of any or all of the highway covered by this agreement, it will, without expense to the Federal Government, acquire or cause to be acquired a new right of way and will relocate and construct or cause to be relocated and constructed thereon in a manner similar to the improvement provided by the plans and specifications approved for said Oregon Federal Aid Project No. 174, Section B(1), such portion or portions thereof whose utility is affected by said removal.

SEP:RR
Encl.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(1) of said project shall not in any event exceed the sum of nineteen thousand, three hundred fifty-one and 45/100 dollars ($19,351.45), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-nine thousand, four hundred fifty-one and 94/100 dollars ($49,451.94), the approved total estimated cost of Section E(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

[illegible]
Encl.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUN 18 1940, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By Herman M. Oliver
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By M J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

[illegible]
Encl.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 174-E(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $49,451.94 as the total estimated cost of said project, and the sum of $19,351.45 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 18 1940

one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

[illegible]
Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon F.A.P. No. 174-E(1)
Warren Creek Sec.of Columbia River Hwy.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Since this project is to be financed with 1939 Federal aid which will lapse if the agreement is not completely executed by June 30, 1940, prompt action is requested.

Federal aid has been reduced in accordance with your letter of May 22, 1940. We are making a suitable alteration in the division of funds on the estimate for FAP 56-F(1), North Unit of the Albany Section, before forwarding.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Senior Highway Engineer

Encls.

P.S. Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

[illegible]
Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

174-E-1

MAY 23 1940
STATE HIGHWAY COMMISSION

May 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our telephone conversation of yesterday between Mr. Probert and Mr. Davis relative to the project agreement estimate for Oregon Federal Aid Project 174-E (1), the Warren Creek Section of the Columbia River Highway.

Under date of July 6, 1939, you requested the approval of stockpiled rock to be used as a non-participating item and our approval was given for Federal participation only in the hauling and placing. It is noted that the estimate shows $16,009.06 "Other Gov't. Funds", from which $1,435.84 of non-participating stockpiled rock is deducted, leaving a balance of $14,573.22 which is deducted from the total participating cost of the project.

We have been requested to explain the item "Other Gov't. Funds" and to submit a copy of a formal agreement or evidence that funds have been deposited with the State. These are desired before the project agreement is prepared, and as 1939 funds which lapse on june 30, 1940, are involved, your prompt attention is requested.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

See our letter of
May 22nd re
same matter.

[illegible]
Encl.

RECEIVED

174-E-1

May 22, 1940

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to advise that the $16,009.06, which is shown in the project agreement estimate for the Warren Creek Project (174-E) as "Other Government Funds," has been paid to us in full. A cash payment in the amount of $14,509.06 was received by us on January 23, 1940. The remaining $1,500 came to us in the form of construction expense assumed for us by the War Department, the particular item of expense involved having been the State's agreed participation in the cost of a bridge constructed by the War Department at the crossing of Mill Creek, near The Dalles.

The enclosed estimate of cost and the enclosed letter from Don E. Meldrum of the U. S. Engineer Office at Bonneville, are submitted in support of the amounts mentioned.

As the Warren Creek Project extends beyond the limits within which the War Department was involved, we acknowledge that there is some question as to the equity of our applying a part of the War Department payment to reimbursement of the State for the crushed materials that the State is furnishing for the project. Therefore, and in order to avoid further discussion and delay, we suggest and authorize that the credit of $1,435.84, which we have claimed for "nonparticipating stockpiled materials" furnished by the State, be eliminated, in its entirety, from the project agreement estimate, and that the amount of federal participation requested be reduced accordingly.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER
Encl.

Engineers' estimate of cost to reconstruct to higher elevation a section of the Columbia River Highway 1056 feet in length at Warren Creek in Hood River County, State of Oregon, overflowed by the higher water levels induced by the Bonneville Project.

Clearing and grubbing	.7	Acres	at	$200.00	$ 140.00
Unclassified excavation	9,000	C.Y.	at	.40	3,600.00
Trench excavation	5	C.Y.	at	1.00	5.00
Overhaul	19,000	C.Y.	at	.02	380.00
Truck haul	1,350	C.Y.	at	.12	162.00
12" culvert pipe	24	Lin.Ft.	at	1.50	36.00
Finishing roadbed	.30	Miles	at	600.00	180.00
Talus topping	1,660	C.Y.	at	.50	830.00
Hauling talus topping	1,660	C.Y.Mi.	at	.12	199.20
3/4" of rock in surfacing	550	C.Y.	at	1.50	825.00
Hauling rock for surfacing	830	C.Y.Mi.	at	.12	99.60
Filler	440	C.Y.	at	.50	220.00
Hauling Filler	440	C.Y.Mi.	at	.12	52.80
Sprinkling	220	M.Gal.	at	2.00	440.00
5" Asphaltic pavement	925	Tons	at	7.00	6,475.00
					$13,644.60
Engineering, supervision and contingencies, 10%					1,364.46
Right of way and royalty for borrow					1,000.00
					$16,009.06
Less					
Credit on Mill Creek Bridge at The Dalles, per letter June 3, 1938 (State Highway Engineer)					1,500.00
					$14,509.06

A. E. McKennett (Signed)
A. E. McKennett
Principal Engineer

Approved:

Theron D. Weaver,
Major, Corps of Engineers,
District Engineer.

State Highway Engineer

WAR DEPARTMENT

Office of the District Engineer

Bonneville, Oregon

Address Reply to
The District Engineer

U. S. Engineer Office
Bonneville, Oregon

May 9, 1939

Refer to File No. OM-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Re: Warren Creek Easement

In connection with granting the United States a flowage easement over a portion of the Columbia River Highway in Lot 5, Section 4, Township 2 North, Range 9 East of the Willamette Meridian, Hood River County, Oregon, we have prepared and are transmitting herewith Flowage Easement and Invoice in duplicate, to be executed by the State of Oregon through the State Highway Commission.

This easement has been prepared in accordance with the joint estimate wherein the representatives of the Highway Commission and this office have agreed upon the sum of $16,009.06 as the cost to reconstruct to a higher elevation a section of the present Columbia River Highway at Warren Creek. A certified copy of the resolution authorizing the State Highway Commission to execute this easement will be required, and should be transmitted with the flowage easement and related papers to this office after having been duly executed, prior to the recordation thereof.

The credit item of $1,500.00 on the Mill Creek bridge at The Dalles will be deducted from the $16,009.06 consideration in the above easement, at the time payment is made.

For the District Engineer:

Yours very truly,

Don E. Meldrum (Signed)

Don E. Meldrum,
Head of Land Section

Encl.:
Flowage Easement;
Invoice (in duplicate).

174-E-1

May 16, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are returning, under separate cover, the blueprint map, Exhibit "A", for the agreement of August 17, 1914 between the Railroad Company and Hood River County.

May we express our sincere appreciation for the use of this map in preparing a duplicate copy for the files of this office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 1, 1940

RECEIVED
MAY 2 - 1940
[illegible] COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of March 31, 1940, requesting copies of the original railroad easement of August 17, 1914, for right of way on Oregon Federal Aid Project 174-E (1), Warren Creek Section of the Columbia River Highway.

We have not yet received these documents. If there is to be further delay in your procuring them, will you please advise, as FAP 174-E (1) is to be financed with 1939 Federal Aid funds which will lapse if not under agreement by June 30, 1940.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Form 3010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

April 22,1940

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Attention Mr.Probert

Dear Sir:

Referring to your letter April 1st concerning copy of Exhibit A attached to the highway agreement of August 17,1914,between the Railroad Company and Hood River County:

I now have the original exhibit in my office and one copy of blank prints. The exhibit is quite bulky however and it would require a draftsman two or three days to make copy and I have no one in the office at the present time to do it. If agreeable to you I suggest you send a draftsman here and I will be glad to give him the facilities and get him started on making copy. If this is not agreeable I could send the original exhibitxprints to you,but I would prefer that your draftsman work here if possible. Please advise by letter or telephone Mr.Roberts.

Yours very truly,

S MURRAY

RECEIVED
AUG 14 1940
FOR FILING

174-E-1

May 13, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, three copies of agreement, dated August 17, 1914, between the Union Pacific Company and Hood River County, covering encroachments by the highway on the railroad right of way between Multnomah County Line and Hood River.

These papers are being submitted in connection with the Warren Creek Section, Project No. FA 174-E (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FA 174-E-1

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 7, 1940, we are sending, under separate cover, three copies each of the agreements with the Union Pacific Company concerning encroachments on the railroad right of way by the Lang Canyon-Arlington Section, Project No. FA 44(4) and the Warren Creek Section, Project No. FA 174-E (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dic. by J. W. Nash/GS

March 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of March 4, 1940, concerning submission of copies of railroad right-of-way easement for Oregon F.A.P. 44 (4), Lang Canyon Section of the Columbia River Highway.

The same situation exists on F.A.P. 174-E (1), the Warren Creek Section of the Columbia River Highway, for which you certified on September 8, 1939, that all required right-of-way, including encroachments on railway property, had been acquired.

We will also hold the proposed project agreement estimate for F.A.P. 174-E (1), received with your letter of February 26, 1940, until we hear further from you.

Very truly yours,

W. H. LYNCH,
District Engineer

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174-E-1

February 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Warren Creek Section, Project No. FA 174-E (1).

In our letter transmitting the P. S. & E. papers, mention was made concerning possible cooperation by the Union Pacific Company on this project. None, however, is being received.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid
Project No. 174-E (1)

WARREN CREEK SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 29, 1939.

All Required		Clearing and Grubbing		$ 2,087.00
400	cu. yds.	Trash Rack Excavation	$1.50	600.00
130	" "	Tunnel Excavation	13.00	1,690.00
1,300	" "	Flume Ditch Excavation	.75	975.00
1,200	" "	Relief Channel Excavation	.50	600.00
160	" "	Bridge Footing Excavation	1.00	160.00
50,000	" "	Roadbed Excavation	.26	13,000.00
117,500	yd. sta.	Overhaul	.015	1,762.50
5,000	yd. mi.	Truck Haul	.15	750.00
0.48	mile	Finishing Roadbed & Slopes	500.00	240.00
1,500	lin. ft.	Rounding Cutbanks	.10	150.00
110	" "	18" Extra Strength Corrugated Iron Pipe	2.00	220.00
110	" "	24" Corrugated Iron Pipe	2.50	275.00
40	" "	42" Corrugated Iron Pipe	5.00	200.00
All Required		Installing Culvert Sta. 693		300.00
2,550	lin. ft.	Cable Guard Fence	1.25	3,187.50
100	cu. yds.	Class "D" Concrete	24.00	2,400.00
13,600	lbs.	Metal Reinforcement	.06	816.00
120	cu. yds.	Mortar Rubble Masonry	15.00	1,800.00
23,000	lbs.	Structural Steel	.07	1,610.00
33	M-FBM	Treated Lumber	80.00	2,640.00
780	lin. ft.	Metal Flume Lining in Place	2.50	1,950.00
570	cu. yds.	1½" - 0" Rock in Base	3.00	1,710.00
480	" "	Placing 3/4" - ½" Rock in Shoulders	1.25	600.00
120	" "	Filler	.20	24.00
200	yd. mi.	Hauling Filler	.20	40.00
160	M-gals.	Sprinkling	2.00	320.00
0.48	mile	Preparation of Base	200.00	96.00
620	cu. yds.	Placing Mineral Aggregate	1.50	930.00
180	" "	Furnishing and Placing Mineral Aggregate	4.00	720.00
10	tons	RC-3 Asphalt in Binder Course	30.00	300.00
46	"	Asphalt in Place	28.00	1,288.00
7	"	Emulsified or RC-3 Asphalt in Place	30.00	210.00
			Subtotal............	$43,651.00
			10% Engr. & Cont....	4,365.10
			Total................	$48,016.10

Length 0.482 mile
Cost per mile $99,618.46

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Other Gov't Funds	State Funds
Roadway	$48,016.10	$20,070.00	$14,573.22	$13,372.88

NON-PARTICIPATING ITEMS

Crushed Materials in Stockpile Furnished Under Contract No. 2057.

276	cu. yds.	2½" - 1½" Crushed Rock in Stockpile	$1.33	$ 367.08
75	" "	1½" - 3/4" " " " "	1.33	99.75
607	" "	3/4" - ½" " " " "	1.34	813.38
97	" "	½" - ¼" " " " "	1.34	129.98
45	" "	¼" - 0" " " " "	.57	25.65
				$1,435.84

* Other Government Funds	$16,009.06
Less Non-Participating Stockpiled Materials	1,435.84
	$14,573.22
Total Cost of Project	$49,451.94

State funds for Constr.: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 529, laws 1939.
State funds for Maint.: Chap. 529, laws 1939.

Const
Projects
Primary

October 23, 1939

H. B. Glaisyer, Secretary

R. H. Baldock
H. G. Smith

Agreement covering easement for relocation of highway at Lindsey

For your information, wish to advise that I have received fully executed copy of the agreement between the State, the O.W.R. & N. Company, and the Union Pacific Company, covering easement for relocation of the Columbia River Highway at Lindsey, Oregon.

4A

174-E-1

September 11, 1939

E. C. Hall Company,
1160 Grant Street
Eugene, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you on September 9, 1939, the contract covering 0.69 mile grading and bituminous macadam surfacing on the Warren Creek Section of the Columbia River Highway, in Hood River County. This project also calls for the construction of a reinforced concrete bridge. The award of this contract was based upon your low bid of $47,755.00 submitted on July 27, 1939.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

Secretary

HBG:MC

cc - S. H. Probert

M

DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM, OREGON
SEPTEMBER 11, 1939

E. C. HALL COMPANY
1160 GRANT STREET
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU ON SEPTEMBER NINTH CONTRACT COVERING GRADING, SURFACING, AND BRIDGE CONSTRUCTION ON WARREN CREEK SECTION OF COLUMBIA RIVER HIGHWAY BASED ON LOW BID SUBMITTED BY YOU JULY TWENTY SEVENTH. CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

FILE

September 9, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

As requested in your letter of September 8, we hereby concur in the award of contract, as of September 9, for Oregon Federal Aid Project No. 174-E (1), the Warren Creek Section of the Columbia River Highway, to E. C. Hall Company of Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. E. LYNCH,
District Engineer.

FA 176-B-1

September 26, 1939

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2204 which was awarded to you on September 9, 1939, for grading, surfacing, oiling and bridge construction on the Warren Creek Section of the Columbia River Highway, in Hood River County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

#[illegible] 4

FA 174-E-1

September 12, 1939

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2204 which was awarded to you by the State Highway Commission on September 9, 1939, covering the construction of grading, surfacing, oiling, and structures on the Warren Creek Section of the Columbia River Highway, in Hood River County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5, page 14, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called called to the Supplementary Special Provisions on Sheets A and B, following page 120; and to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associatious, et cetera.

Very truly yours,

ORECON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Bridge Dept.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP 11 1939
OREGON
STATE HIGHWAY COMMISSION

FA 174-E-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 9, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

As requested in your letter of September 8, we hereby concur in the award of contract, as of September 9, for Oregon Federal Aid Project No. 174-E (1), the Warren Creek Section of the Columbia River Highway, to E. C. Hall Company of Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

FA 174-E-1

Salem, Oregon
September 8, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

With your concurrence, we will tomorrow (September 9) award to the E. C. Hall Company of Eugene, the contract for proposed work on the Warren Creek Section of the Columbia River Highway, Project FA 174-E (1).

All required rights of way, including encroachments on railway property, have been acquired.

The fact that about 40 days have elapsed since bids were received, makes necessary some revision of the specifications. To provide for this, we have prepared supplemental special provisions which we propose to incorporate in the contract. Copies of these supplemental provisions are being sent herewith for your approval.

The supplemental provision requiring the contractor to give bond to the railway and telegraph companies was insisted on by the railway company, on whose property the project encroaches.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

Form 3810
7-37-5,000

SEP - 6 193

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

FA 171-E-1

REFERRED TO
Asst State Highway Engineer
RAB

September 2,1939

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

I have yours August 30th and note with regret that your associates do not see much merit in the treatment of Warren Creek which I suggest.

I think if you had as much trouble in obtaining appropriations these days as I have,you would foresee difficulty in getting money for a job of this kind,especially since the treatment you propose,however ingenious, is probably only a palliative measure. The debris will in time have to be moved from its point of deposit.

After all you know, I am faced with the opinion of a very eminent gentleman which appears in my files and which I quote:

'We are of the opinion that the only satisfactory and permanent solution of the problem is to move the railroad and the highway to the north and away from the source of the trouble. This would eliminate a considerable amount of curvature in both the highway and the railroad and no trouble would be encountered at all with Warren Creek. I would suggest that a joint survey of this situation be made,together with an estimate of cost,so that the matter can be kept in mind in future planning and in future budgets.'

This quotation appears in letter of Mr.R.H.Baldock to myself under date of January 24,1934 and I think the view expressed is probably sound.

I am presenting your proposal to principals for their consideration,with the hope that they will see as much merit in it as you and I do.

NOTED

Yours very truly,

S MURRAY
S Murray.

SHIP AND TRAVEL BY RAIL

RECEIVED
AUG 31 1939

FA 174-E-1

August 30th, 1939

Mr. S. Murray
Resident Engineer
Union Pacific Railroad
Pittock Block
Portland, Oregon

Dear Sir:

The following is a breakdown of the Warren Creek diversion cost, as requested in your letter of August 10th, 1939:

Clearing and Grubbing		50%	of Total		$1,500
Trash Rack Excavation		400	cu. yds.	at 1.50	600
Tunnel	"	130	" "	" 13.00	1,690
Flume Ditch	"	1,300	" "	" 0.75	975
Relief Channel	"	1,200	" "	" 0.50	600
Mortar Rubble Masonry		120	" "	" 15.00	1,800
Structural Steel		2,300	lb.	" 0.07	1,610
Treated Lumber		33	M-FBM	" 80.00	2,640
Metal Flume Lining		780	lin. ft.	" 2.50	1,950
Class "D" Concrete		7	cu. yd.	" 24.00	168
					$13,533
Plus 10%					1,353
					$14,886

The bid items for the different classes of work are separate and distinct except for the items of "clearing" and "class D concrete".

Our study of the situation does not indicate that it can be relieved in the manner you suggest - by scraping the canyon with a bulldozer. We have spent several years in the preparation of this project, having called all the engineers in the department who are familiar with such situations to examine it, and we are agreed that the project as designed offers the best solution for the matter.

In view of the fact that the Union Pacific originally requested that a joint project be undertaken to handle the waters of Warren Creek, I do not understand your hesitancy in cooperating on that portion of the project involving the suggested diversion of the creek. The State Highway Department has been very liberal in following the suggestions of the railroad even where considerable sums of money were involved and there was no legal obligation on the part of the Highway; therefore, it seems no more than fair that the Union Pacific cooperate in the amount of $7,443, which is 50% of the cost of the change.

Very truly yours,

State Highway Engineer

F 114-E-1

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
AUG 26 1939
STATE HIGHWAY COMMISSION

August 25,1939

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Warren Creek Section (Hood River Co.)

Dear Sir:

Referring to my letter August 15th submitting our draft of easement agreement to cover use of a narrow additional piece of right of way at Lindsey for highway reconstruction, wherein I stated that we were trying to get authority for you to proceed with the work:

We now have such authority from Omaha,permitting you to take possession of the additional right of way as soon as the Commission has executed our easement agreement.

In this morning's mail we have a letter from Mr.Glaisyer returning our easement agreement executed by the Commission. So far as we are conserned therefore,you may proceed with the work but the contractor should execute our indemnity agreement and furnish bond before he starts to work on our right of way.

Yours truly,

S MURRAY

CC Mr.E.A.Collier,
2900 S.W.McLaughlin Blvd,
Portland,Oregon

REFERRED TO Baldock
By Asst. State Highway Engineer

SHIP AND TRAVEL BY RAIL

RECEIVED
AUG 24 1939
FOR

FA 17V-E-1

August 22, 1939

Mr. S. Murray
Resident Engineer
Union Pacific Railroad
Pittock Block
Portland, Oregon

Dear Sir:

Your letter of August 10th, 1939, in regard to the proposed work at Warren Creek on the Columbia River Highway has been received and has been given careful consideration.

It is true that some details of the entire project should be taken care of exclusively by the State, and this was realised when the estimate was prepared and given you. No item having to do with the bridge or roadbed was included. The bid items for the different classes of work are separate and distinct, except in the items of clearing and class "D" concrete. It was decided in regard to these items that 50 per cent of the clearing be charged to the State portion of the project and 50 per cent to the joint railroad and State project. In the class "D" concrete, of 100 cu. yds. shown on the bid sheet, the greater part pertained to the bridge, but the detailed plans show 7 cu. yds. to be used in connection with the joint project.

An itemized list of the quantities with the unit prices submitted by the low bidder on opening of bids July 27th follows:

Clearing and Grubbing	50% of total	$1,500
Trash Rack Excavation	400 Cu. Yds. at 1.50	600
Tunnel "	130 " " " 13.00	1,690
Flume Ditch Excavation	1,300 " " " 0.75	975
Relief Channel Excavation	1,200 Cu. Yds. at 0.50	600
Mortar Rubble Masonry	120 " " " 15.00	1,800
Structural Steel	2,300 lbs. at 0.07	1,610
Treated Lumber	33 M-FBM at 80.00	2,640
Metal Flume Lining	780 lin. ft. at 2.50	1,950
Class "D" Concrete	7 Cu. Yds. at $24	168
		13,533
	Plus 10%	1,353
		$14,886

As to whether this plan is the best to take care of the situation, it is possible that some other might partially relieve the condition, still I believe it the best that has been suggested in the years that this has been under consideration.

Very truly yours

R. H. BALDOCK
STATE HIGHWAY ENGINEER

HWL:MA

ERRED TO
Mr. Libby
By [illegible]

See me about this

IFIC RAILROAD COMPANY

OPERATING DEPARTMENT

RECEIVED
AUG 12 1939
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
By Asst. State Highway Engineer

PORTLAND, OREGON

August 10,1939

AUG 15 1939

Mr R .h.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

Yours July 29th in regard to the problem at Warren Creek:

I think the solution which you suggest is ingenious and will work. I have not been able to determine from the plans whether the water,after coming from the tunnel,will be diverted sufficiently to prevent it from washing material which will come over the grillage and carrying it along as before. I assume however that this has been taken care of.

The expenditure is considerable and while I am willing to recommend to our people that they bear their half, it may be that some details,such as the reconstruction of the span,etc, might properly be taken care of exclusively by the Highway Department. In other words, I have the notion there are some parts of this project which might be considered exclusive and others joint. Therefore I will appreciate it if you will let me have your estimate in a little more detail,so as to identify the charges to the various parts of the project.

In this connection however I think possibly we have all approached this problem from the reverse end. Above the falls there is a deposit of gravel about 600 ft long and of varying widths and depths,and possibly there are 10,000 yards of it ready to move. Would it not be practicable and sensible to simply hoist a cat up the cliff and into the canyon and push this material down over the falls and then away from the course of the water, and then construct a small barrier of creosoted timber so as to hold back future deposits until they accumulate in sufficient amount to justify their being moved again?

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
AUG 12 1939
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
By Asst. State Highway Engineer

August 10,1939

AUG 15 1939

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

Yours July 29th in regard to the problem at Warren Creek:

I think the solution which you suggest is ingenious and will work. I have not been able to determine from the plans whether the water,after coming from the tunnel,will be diverted sufficiently to prevent it from washing material which will come over the grillage and carrying it along as before. I assume however that this has been taken care of.

The expenditure is considerable and while I am willing to recommend to our people that they bear their half, it may be that some details,such as the reconstruction of the span,etc, might properly be taken care of exclusively by the Highway Department. In other words, I have the notion there are some parts of this project which might be considered exclusive and others joint. Therefore I will appreciate it if you will let me have your estimate in a little more detail,so as to identify the charges to the various parts of the project.

In this connection however I think possibly we have all approached this problem from the reverse end. Above the falls there is a deposit of gravel about 600 ft long and of varying widths and depths,and possibly there are 10,000 yards of it ready to move. Would it not be practicable and sensible to simply hoist a cat up the cliff and into the canyon and push this material down over the falls and then away from the course of the water, and then construct a small barrier of creosoted timber so as to hold back future deposits until they accumulate in sufficient amount to justify their being moved again?

I realize of course that there are a number of small accumulations up the creek from the large one referred to above.

I would like to suggest that you make a comparative estimate on this. Anything you do here is to be subject to periodical maintenance and even with the grillage the accumulations will have to be spread out from time to time.

Regardless of what is done here,under present railroad financial situation,I am going to have difficulty in obtaining approval of our participation.

May I hear from you further?

Yours very truly,

S MURRAY

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FA [illegible]-E-1

FOR FILING

August 4, 1939

From: J. W. DeSouza,
Assistant Attorney

To: Mr. R. H. Baldock,
State Highway Engineer

Subject: John Lawler property

REFERRED TO
R H B
By Asst. State Highway Engineer

This is to advise you that we are today mailing to the County Clerk an eminent domain complaint covering the Lawler property on the Warren Creek Section of the Columbia River Highway.

This is the only right of way matter which was not cleared up, and from a right of way standpoint the contract now can be awarded.

JWD:AW
cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. E. A. Collier

F.A. 171-E-1

August 1, 1939

Mr. S. Murray
Resident Engineer
Union Pacific Company
Portland, Oregon

Attention: Mr. Roberts

Dear Sir:

As requested by Mr. Roberts in his telephone conversation with our Mr. H. G. Smith, we are providing the following information with reference to the proposed work at Warren Creek.

Contract No. - - - - 2204
Section of Highway - Warren Creek Section of Columbia River Highway in Hood River County.
Kind of Work - - - - Construction of bridge, highway roadbed and bituminous macadam surfacing.
Length of Project- - 0.69 mile
Contractor - - - - - - E. C. Hall Company, Eugene, Ore.
Surety - - - - - - - - Maryland Casualty Co.
Agent for Surety - - Hanson & Rowland, Tacoma, Wash.
Date Bids Received - July 27, 1939.
Date of Award of Contract - This date is not yet known. Expected to be between August 5th and August 10th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

[illegible]P:[illegible]

RECEIVED
JUL 31 1939
FOR FILING

FA 174-F-1

July 29th, 1939

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Co.
Portland, Oregon

Dear Sir:

We have recently opened bids on the Warren Creek Section of the Columbia River Highway in Hood River County which includes the proposed trash rack and channel changes on Warren Creek to prevent the washing of debris onto the Columbia River Highway and the Union Pacific Railroad. The estimated total cost of this improvement is $14,886.

Several years ago letters were exchanged preparatory to the joint construction of such a project, and since these plans have been discussed with you several times and meet with your approval, we suggest that the reimbursement of fifty percent of the cost would be in order. Therefore, I am asking your permission to render a bill to that effect upon the completion of the contract.

A copy of the plans and specifications is attached.

Very truly yours,

State Highway Engineer

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

ECEIVE
JUL 14 1939
HIGHWAY COMMISS

July 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 174-E (1), the Warren Creek Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld pending submission of the certificate that right-of-way is acquired.

On page 11, paragraph 2, in reference to pipe installation, "open truck method" is written, and we believe "open trench method" was intended.

It is noted that in the gravel cut, Sta. 684 to 691, a 1:1 slope is specified. We believe this should be further investigated with the view of using a flatter slope as a construction change.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

July 8, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement to accompany plans and specifications for the Warren Creek Section, Project No. FA 274-E (1).

Five bid proposals and one set of blueprint plans are being sent under separate cover. The plans do not indicate the encroachments on the railroad right of way, but additional copies will be sent to you Monday showing this information.

Negotiations are in progress with the Union Pacific Company concerning cooperation by them on this project and, if they agree to cooperate, credit will be allowed in the agreement estimate for the amount of their cooperation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KR

Encl.

Oregon State Highway Department Federal Aid Project No. 174-E (1)

WARREN CREEK SECTION OF THE
COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 8, 1939

All Required		Clearing and Grubbing	$ - -	$ 800.00
400	cu. yds.	Trash Rack Excavation	2.50	1,000.00
130	cu. yds.	Tunnel Excavation	7.00	910.00
1,300	cu. yds.	Flume Ditch Excavation	1.25	1,625.00
1,200	cu. yds.	Relief Channel Excavation	1.25	1,500.00
160	cu. yds.	Bridge Footing Excavation	3.50	560.00
50,000	cu. yds.	Roadbed Excavation	.24	12,000.00
117,500	yd. sta.	Overhaul	.02	2,350.00
5,000	yd. mi.	Truck Haul	.15	750.00
0.48	mile	Finishing Roadbed and Slopes	500.00	240.00
1,500	lin. ft.	Rounding Cutbanks	.10	150.00
110	lin. ft.	18" Extra Strength Corr. Iron Pipe	2.00	220.00
110	lin. ft.	24" Corr. Iron Pipe	3.00	330.00
40	lin. ft.	42" Corr. Iron Pipe	5.00	200.00
All Required		Installing Culvert, Sta. 693		150.00
2,550	lin. ft.	Cable Guard Fence	1.10	2,805.00
100	cu. yds.	Class "D" Concrete	24.00	2,400.00
13,600	lbs.	Metal Reinforcement	.05	680.00
120	cu. yds.	Mortar Rubble Masonry	20.00	2,400.00
23,000	lbs.	Structural Steel	.07	1,610.00
33	M-FBM	Treated Lumber	100.00	3,300.00
780	lin. ft.	Metal Flume Lining in Place	2.00	1,560.00
570	cu. yds.	1½" - 0" Rock in Base	2.25	1,282.50
480	cu. yds.	Placing 3/4" - ¼" Rock in Shoulders	1.00	480.00
120	cu. yds.	Filler	.50	60.00
200	yd. mi.	Hauling Filler	.15	30.00
160	M-gal.	Sprinkling	1.50	240.00
0.48	mile	Preparation of Base	100.00	48.00
620	cu. yds.	Placing Mineral Aggregate	1.25	775.00
180	cu. yds.	Furnishing and Placing Mineral Aggregate	3.50	630.00
10	tons	RC-3 Asphalt in Binder Course	35.00	350.00
46	tons	Asphalt in Place	35.00	1,610.00
7	tons	Emulsified or RC-3 Asphalt in Place	35.00	245.00
		Subtotal		$ 43,290.50
		10% Engr. & Cont.		4,329.05
		Total		$ 47,619.55

Length	0.482 miles
Cost per mile	$ 98,795.74

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Other Gov't Funds	State Funds
Roadway	$ 47,619.55	$ 19,830.00	* $ 14,573.22	$ 13,216.33

NON-PARTICIPATING ITEMS

Crushed Materials in Stockpile Furnished Under Contract No. 2097

276	cu. yds.	2½" - 1½" Crushed Rock in Stockpile	$1.33	$ 367.08
75	cu. yds.	1½" - 3/4" " " " "	1.33	99.75
607	cu. yds.	3/4" - ½" " " " "	1.34	813.38
97	cu. yds.	½" - ¼" " " " "	1.34	129.98
45	cu. yds.	¼" - 0" " " " "	.57	25.65
				$ 1,435.84

* Other Government Funds	$16,009.06
Less Non-Participating Stockpiled Materials	1,435.84
	$14,573.22

HARPER CREEK SECTION

PROJECT NO. FA 174-E (1)

While negotiation for right of way is in progress some six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 16 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

FA 174-F-1

July 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We have in stockpile at a point on the Columbia River Highway, about six miles east of the Warren Creek Bridge, approximately 1,430 cubic yards of crushed rock which we are willing to have used on the proposed Warren Creek Project (FA 174-B (1)), without federal participation in cost. This is slightly more than half of the total quantity of crushed materials required for the work, and its use will effect a considerable reduction in the total cost of the project.

If you will obtain permission for the use of this rock on the project, we will furnish it free of cost, and will prepare the specifications accordingly.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:El

FORM 9-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 16 1939
FOR FILING

174-E-1

May 15th, 1939

Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

The Warren Creek easement furnished by the War Department is in accordance with our previous agreements and should be signed by the Commission.

Very truly yours,

E. G. Smith
Construction Engineer

EGS:AR

cc to: H. B. Glaisyer

WAR DEPARTMENT

Office of the District Engineer

Bonneville, Oregon

Address Reply to
The District Engineer

U. S. Engineer Office
Bonneville, Oregon

May 9, 1939

Refer to File No. OM-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

Re: Warren Creek Easement

In connection with granting the United States a flowage easement over a portion of the Columbia River Highway in Lot 5, Section 4, Township 2 North, Range 9 East of the Willamette Meridian, Hood River County, Oregon, we have prepared and are transmitting herewith Flowage Easement and Invoice in duplicate, to be executed by the State of Oregon through the State Highway Commission.

This easement has been prepared in accordance with the joint estimate wherein the representatives of the Highway Commission and this office have agreed upon the sum of $16,009.06 as the cost to reconstruct to a higher elevation a section of the present Columbia River Highway at Warren Creek. A certified copy of the resolution authorizing the State Highway Commission to execute this easement will be required, and should be transmitted with the flowage easement and related papers to this office after having been duly executed, prior to the recordation thereof.

The credit item of $1,500.00 on the Mill Creek bridge at The Dalles will be deducted from the $16,009.06 consideration in the above easement, at the time payment is made.

For the District Engineer:

Yours very truly,

Don E. Meldrum (Signed)

Don E. Meldrum,
Head of Land Section

Cross Referenced To
Adm
U S Govt
War Dept

Encl.:
Flowage Easement;
Invoice (in duplicate).

Engineers' estimate of cost to reconstruct to higher elevation a section of the Columbia River Highway 1056 feet in length at Warren Creek in Hood River County, State of Oregon, overflowed by the higher water levels induced by the Bonneville Project.

Clearing and grubbing..................	.7	Acres	at	$200.00	$ 140.00
Unclassified excavation..................	9,000	C.Y.	at	.40	3,600.00
Trench excavation..................	5	C.Y.	at	1.00	5.00
Overhaul..................	19,000	C.Y.	at	.02	380.00
Truck haul..................	1,350	C.Y.	at	.12	162.00
12" culvert pipe..................	24	Lin.Ft.	at	1.50	36.00
Finishing roadbed..................	.30	Miles	at	600.00	180.00
Talus topping..................	1,660	C.Y.	at	.50	830.00
Hauling talus topping..................	1,660	C.Y.Mi.	at	.12	199.20
3/4" of rock in surfacing..................	550	C.Y.	at	1.50	825.00
Hauling rock for surfacing..................	830	C.Y.Mi.	at	.12	99.60
Filler..................	440	C.Y.	at	.50	220.00
Hauling Filler..................	440	C.Y.Mi.	at	.12	52.80
Sprinkling..................	220	M.Gal.	at	2.00	440.00
5" Asphaltic pavement..................	925	Tons	at	7.00	6,475.00
					$13,644.60
Engineering, supervision and contingencies, 10%					1,364.46
Right of way and royalty for borrow					1,000.00
					$16,009.06

Less

Credit on Mill Creek Bridge at The Dalles, per letter June 3, 1938 (State Highway Engineer)	1,500.00
	$14,509.06

A. E. McKennett (Signed)
A. E. McKennett
Principal Engineer

Approved:

Theron D. Weaver,
Major, Corps of Engineers,
District Engineer.

State Highway Engineer

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible]U VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
5200 S. E. McLOUGHLIN
PORTLAND, OREGON

April 5, 1939

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith suggested Special Provisions for the Warren Creek job. All plans and the Engineer's Estimate were mailed to you on November 1, 1938. I have made these Special Provisions up without having this material before me and if additional information is required, please return the pertinent data to me with your request.

Certain items in the construction, such as the trash rack, flume and box culvert, were to be designed by the Bridge Department and specifications covering these items may be written by them.

You mentioned securing definite cooperative agreement with the railroad company. It is my understanding that Mr. Sam Murray told you the railroad would cooperate 50% on the cost of the trash rack and drain tunnel. I talked with Mr. Hal Roberts yesterday and he said the railroad had placed a new culvert under the highway and the railroad west of Warren Creek and that they plan to construct a new railroad bridge two feet higher than the present one and he did not seem enthusiastic about the railroad's cooperation on the trash rack and tunnel. I would like to have the definite design for these two items and the estimated quantities prepared by the Bridge Department sent to me at your early convenience and I will present them to Mr. Murray and I will ask him if the railroad will cooperate 50% on these items and, if so, to give us a letter to that effect.

Right of way descriptions have been submitted. Please advise if right of way has been secured.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

CONTRACT#2205

FA 248-B-1,C-1 Troutdale-Corbett & 1939
Bridal Veil-Benson Park,
Columbia River Hwy., E. Unit

2205

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NOV 20 1944
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SN-FAP 248-B(1)

August 29, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We refer to your letter of August 22, referring to Union Pacific Railroad Company charges for rental on equipment used in building a temporary underpass for a haul road for the East Unit, Troutdale-Corbett Project, FA Project No. SN-FAP 248-B (1).

The temporary underpass referred to is one which the State and the Federal Government requested the Railroad Company to install for them in order to give access, without roundabout haul, to nearby sources of rock needed on Project SN-FAP 248-B (1). It is not an underpass desired by the Railway Company or affording benefit to the Company. The Company consented to construct the structure only when assured that it would receive reimbursement in full for the expense incurred. It was not the understanding of either ourselves or the Company that the Company would be expected to furnish equipment, rental free, as is expected in connection with grade separation projects beneficial to the Company. We, therefore, cannot ask the Company to accept, in lieu of rentals, the "repair allowances" listed in your letter. If the Federal Government will not cooperate in the reasonable rental rates asked by the Company, then the State will have to bear whole of the rental charge.

The PRA policy in denying railway companies payment for rentals on company-owned equipment when used on grade separation projects beneficial to the companies is probably equitable, but we feel rather strongly that it is not an equitable policy when applied to work or projects from which the companies do not benefit, and even more particularly so when, as in the present instance, the Company cannot be forced to settle on that basis, and the cost must then be borne by the State.

Please advise your Washington Office that we protest strongly the action which appears to be contemplated of denying us reimbursement for equipment rentals which we cannot avoid allowing to the Railway Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

SMP:ER

WASHINGTON

POST OFFICE BUILDING
PORTLAND 5, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

R

August 22, 1944

RECEIVED
AUG 23 1944
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The bill of the Union Pacific Railroad Company dated April 30, 1940, Audit No. 8270, in connection with the construction of a temporary underpass for a haul road for Oregon Federal Aid Project SN-FAP 248-B(1), East Unit, Troutdale-Corbett Section of the Columbia River Highway, contains charges for use of locomotive, work train, and equipment contrary to the provisions of General Administrative Memorandum No. 39, which limits Federal participation to fuel and supplies and light and running repairs.

The Union Pacific has never requested approval of uniform rates for repairs to equipment used on grade separation projects with the exception of locomotives. We append a schedule of items claimed and corresponding amounts which would be eligible, using rates approved for the Burlington Road.

	As Claimed				As Audited			
Locomotive	4 days at	$59.74	(238.96		41-1/3 hrs.	at	$2.78	$114.90
Fuel & supplies			(80.21					
Caboose	4 days at	1.00	4.00		4 days	at	.15	.60
Crane	6 days at	20.87	125.22		6 days	at	3.06	18.36
Tank	6 days at	1.24	7.44		6 days	at	.15	.90
Flat	6 days at	1.07	6.42		6 days	at	.15	.90
Bank	6 days at	1.07	6.42		6 days	at	.15	.90
Pile Driver	4 days at	37.69	150.76		4 days	at	4.00	16.00
Bunk	4 days at	1.07	4.28		4 days	at	.15	.60
Tank	4 days at	1.24	4.96		4 days	at	.15	.60
Flat	4 days at	1.07	4.28		4 days	at	.15	.60
Gondola-Rev.	4 days at	1.00	4.00		4 days	at	.20	.80
Diner	19 days at	1.41	26.79		19 days	at	.15	2.85
Bunk	57 days at	1.07	60.99		57 days	at	.15	7.55
Box	19 days at	1.07	20.33		19 days	at	.15	2.85
Tank	19 days at	1.24	23.56		19 days	at	.15	2.85
Box-Rev.	19 days at	1.00	19.00		19 days	at	.20	3.80
Bondola-Rev.	26 days at	1.00	26.00		26 days	at	.20	5.20
Flat-Rev.	4 days at	1.00	4.00		4 days	at	.20	.80
			$817.62					$182.06

R

In regard to the deductions which this would entail, please advise whether the Union Pacific is willing to have the Burlington rates applied. If so, our Washington Office is agreeable to reimbursement based on these rates.

It is noted that Section 9 of the State-Railroad agreement dated August 8, 1939, provides "the term of this agreement shall be and is five (5) years commencing on and immediately following the date hereof." It is assumed that the railroad agreement will be modified to remain in force until the bridge is finally removed or stage construction completed.

Although we have heard nothing from the Washington Office as yet, an exactly parallel situation exists on adjacent project SN-FAP 248-D(1). The corresponding tabulations on that project follow:

	As Claimed			As Audited		
Bunk	56 days at	1.07	59.92	56 days at	0.15	8.40
Diner	14 " "	1.41	19.74	14 " "	.15	2.10
Tank	14 " "	1.24	17.36	14 " "	.15	2.10
Tool Box	14 " "	1.07	14.98	14 " "	.15	2.10
Flat Revenue	14 " "	1.00	14.00	14 " "	.20	2.80
Pile Driver	4 " "	37.69	150.76	4 " "	4.00	8.00
Flat Relay	4 " "	1.07	4.28	4 " "	.15	.60
Bunk	4 " "	1.07	4.28	4 " "	.15	.60
Locomotive	4 " "	73.53	294.12)	43-11/12		
Fuel & Supplies	$23.21 +	66.57	89.78)	hrs. at	2.78	122.09
Caboose	4 days at	1.00	4.00	4 days at	.15	.60
			$673.22			$149.39

Very truly yours,

W. H. LYNCH
District Engineer

By: L Caufield
L. J. Caufield
Senior Highway Engineer

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OCT - 1 1941
FOR FILING

248-B-1

R

September 30, 1941

Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Gentlemen:

In accordance with your letter of September 27, we are enclosing copies of the claim filed by Tayler Brothers, in the amount of $24,675, against your contract No. 2205 for grading the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

You will note that the claim was originally filed with the Secretary of State on October 26, 1940. It was again filed with this office in the form of an affidavit, September 22, 1941, supporting a request for a certified copy of contract No. 2205.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

[illegible]
D. F DeSart

Morrison-Knudsen Company, Inc.

GENERAL CONTRACTORS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

CARROLL F. ZAPP
SECRETARY

September 27th, 1941.

Oregon State Highway Commission,
Salem, Oregon.

Attention: H. B. Glaisyer, Secretary.

Gentlemen:

We are in receipt of a copy of your letter of September 25th, addressed to the Pacific Indemnity Company, Portland, Oregon, advising that Taylor Brothers have filed a claim for $24,675.00 against us, in connection with Contract #2205 heretofore performed by us for grading the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

We shall greatly appreciate receiving from you a copy of this claim, together with your advice as to the date on which the same was filed in your office.

Yours very truly,

Carroll F. Zapp

Carroll F. Zapp

CFZ:gm

REFERRED TO [illegible]
BY SECRETARY

send them copy of claim

R

RECEIVED
SEP 26 1941
FOR FILING

248-B-1

September 25, 1941

Pacific Indemnity Company
J. E. Finke, Agent
Yeon Building
Portland, Oregon

Gentlemen:

This is to advise you that Taylor Brothers have filed a claim in this office in the amount of $24,675.00 against Morrison-Knudsen Company in connection with its contract No. 2205 for grading the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County. The claim is for the expense of hauling materials.

This information is given you inasmuch as you appear surety on the bond furnished by Morrison-Knudsen Company.

Very truly yours,

Secretary

HBG:AM

cc - Morrison-Knudsen Company
Boise, Idaho

NOTED
D. C. DeSart

September 25, 1941

Mr. James L. Conley
Attorney at Law
1312 Public Service Bldg.
Portland, Oregon

Dear Mr. Conley:

I wish to acknowledge receipt of and thank you for your letter of September 24 inclosing affidavit of Taylor Brothers for the securing of a certified copy of the contract and bond in connection with Morrison-Knudsen Company's contract No. 2205.

You have already received a certified copy of the contract and bond so this affidavit will complete our files on the subject.

Very truly yours,

Secretary

HBG:AM

NOTED
D. C. DeSart

REFERRED TO
DeSart
BY SECRETARY

note on card

RECEIVED
SEP 25 1941
OREGON
STATE HIGHWAY COMMISSION

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
1312 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

September 24, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem Ore

Dear Mr. Glaisyer:

I hand you herewith application and affidavit on behalf of Taylor Bros. covering certified copy of contract and bond you recently furnished me. This is for the competion of your records.

Very truly yours,

Jas. L. Conley

JAMES L. CONLEY

JLC:BM
Enc.

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
[illegible] 25 1941
STATE HIGHWAY COMMISSION

STATE OF OREGON)
: ss.
County of Multnomah)

I, WILLIAM TAYLOR, being first duly sworn, on oath depose and say:

That I am a member of the firm of Taylor Brothers;

That said Taylor Brothers furnished labor consisting of hauling of materials for the prosecution of the hereinafter described work, and that payment for the same has not been made, and there is due and unpaid on account of such labor the sum of $24,675;

That application is therefore made for a certified copy of the contract and bond furnished by Morrison Knudsen Co., Inc. contract No. 2205, covering East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Section, Columbia River Highway.

William Taylor

Subscribed and sworn to before me this 22nd day of September, 1941.

M. E. McGinnis
NOTARY PUBLIC FOR OREGON
My commission expires: April 20, 1943.

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

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AUG - 9 1941
STATE HIGHWAY COMMISSION

R

Stencil No. 9.

IN YOUR REPLY PLEASE
REFER TO FILE No.

248-B-1

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 248-B (1), Troutdale-Corbett Section of the Columbia River Highway, was made by a representative of this office on July 21, 1941. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Tom

248-C-1
2205

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 8.

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MAY 13 1941
FOR FILING

May 9, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 248-C (1), Bridal Veil-Benson Park Section of the Columbia River Highway, was made by a representative of this office on April 7, 1941. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Sr. Highway Engineer

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AUG 14 1940
FOR FILE

248-C-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

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JUL 12 1940
OREGON
STATE HIGHWAY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 248-C (1)
Bridal Veil-Benson Park Section
Columbia River Highway

July 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

wa4pr-5945

Form P. R. 2

State Oregon

Federal Aid Project No. 248-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of June, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of September, 1938, a project statement, which was approved on the 26th day of October, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of July 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of sixty-four thousand, six hundred fifty and 00/100 dollars ($64,650.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; (Include date and citation of act of legislature by which authorized) Chap. 529, laws 1939.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1090+00 in Lot 2, Sec. 15, T. 1 N., R. 5 E., W. M., and survey station 1196+00 in Lot 2, Sec. 12, T. 1 N., R. 5 E., W. M.

, length 2.007 miles, in Multnomah County, being Section C(1) of Oregon Federal Aid project No. [illegible], consisting of 2.007 miles of roadway and [illegible] bridges, [illegible] of more than 20 feet clear span [illegible].

RECEIVED
JUN - 6 1940
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of sixty-four thousand, six hundred fifty and 00/100 dollars ($64,650.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seven thousand, seven hundred thirty-six and 80/100 dollars ($107,736.80), the approved total estimated cost of Section C(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUN 25 1940, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ________ day of

JUN 25 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ________
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ________
____
(Title of officer)

By ________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H J O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 248-C(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $107,736.20 as the total estimated cost of said project, and the sum of $64,650.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 25 1940

one thousand nine hundred and ______

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

248-C-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 14 1940
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June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplementing our letter of June 6, 1940, forwarding proposed project agreement for signature, we enclose herewith one copy each of the approved agreement estimate and specifications covering Oregon Federal Aid Project No. 248-C (1), Bridal Veil-Benson Park Section of the Columbia River Highway.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

For

248-C-1

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of the proposed project agreement for Oregon Federal Aid Project 248-C (1), Bridal Veil-Benson Park Section of the Columbia River Highway, for signature and return to this office.

As this agreement involves funds which will lapse on June 30, 1940, if it is not executed in Washington prior to that date, it is suggested that the agreement be signed without delay by the two Commissioners now in the State.

In order to save time the Regional Office sent us the draft of the agreement by air mail with a note that the approved agreement estimate and specifications will follow under separate cover by regular mail. These will be sent you when received.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

SUPPLEMENTAL BID FOR WORK TO BE DONE FOR OREGON STATE HIGHWAY COMMISSION:

INSTRUCTIONS TO BIDDERS

With his bid for the proposed channel dredging work, the bidder is requested to submit a supplemental bid for certain highway embankment construction work and pipe culvert installation work for the State Highway Commission of the State of Oregon, in which work it is proposed to have the successful bidder for the channel dredging work utilize some 2,100,000 (or more) cubic yards of the spoil from the channel dredging operations.

This supplemental bid shall be submitted with the understanding that it is subject to acceptance only if the bidder by whom the bid is submitted receives the award of the channel dredging contract; also, with the understanding that its acceptance or rejection is discretionary with the State Highway Commission of the State of Oregon, and that if the bid is accepted the contract for the work to which it applies will be entered into directly with the State of Oregon, by its State Highway Commission, and will be entirely separate and apart from the contract for the channel dredging work.

The contract to be entered into between the bidder and the State of Oregon shall be of the standard form regularly used by the State Highway Commission of the State of Oregon in the contracting of state highway construction, and shall include as an effective part thereof the General Provisions and Standard Specifications regularly included as a part of said standard form of contract. Said contract shall have included in it, also, the special provisions which are given hereinafter under the heading "Special Provisions for Highway Embankment Construction and Culvert Installation - Troutdale-Dodson Section of Columbia River Highway," which special provisions describe the work for which the supplemental bid is to be submitted and set-forth in the specifications in accordance with which that work is to be performed, if said supplemental bid is accepted.

To guarantee the faithful performance of the contract, the bidder shall, before commencing the work, furnish a surety bond, which surety bond must be the surety bond of an incorporated surety company licensed to transact business in the State of Oregon, and which bond must be in all respects satisfactory and acceptable to the State Highway Commission. The amount of the surety bond shall be the same as the amount of the contract.

Copies of standard form of contract referred to above, including the "General Provisions," the "Standard Specifications" and surety bond form also referred to above, may be obtained by application to the office of the Oregon State Highway Commission at Salem, Oregon.

EXAMINED AND RECOMMENDED FOR APPROVAL
DIST. OFFICE (DATE) MAR 20 1940
REG. HDQTRS. SRK (DATE) JUN 5 1940

SUPPLEMENTAL BID FOR WORK TO BE DONE FOR OREGON STATE HIGHWAY COMMISSION

(This supplemental bid is submitted subject to the special conditions and limitations stated in the foregoing "Instructions to Bidders.")

Item No.	Item		Unit Price	Amount
1.	Highway Embankment in Place	2,600,000 cu. yds.		
	For - - - - - - - - - - - - - - - - -	per cu. yd.	$______	$__________
2.	18-inch Corrugated Iron Culvert Pipe, Protected Invert	1,600 lin. ft.		
	For - - - - - - - - - - - - - - - - -	per lin. ft.	$______	$__________
3.	24-inch Corrugated Iron Culvert Pipe, Protected Invert	4,400 lin. ft.		
	For - - - - - - - - - - - - - - - - -	per lin. ft.	$______	$__________
4.	30-inch Corrugated Iron Culvert Pipe, Protected Invert	400 lin. ft.		
	For - - - - - - - - - - - - - - - - -	per lin. ft.	$______	$__________
5.	Culvert Excavation	500 cu. yds.		
	For - - - - - - - - - - - - - - - - -	per cu. yd.	$______	$__________

Total amount of bid $______________

SPECIAL PROVISIONS FOR HIGHWAY EMBANKMENT CONSTRUCTION
AND CULVERT PIPE INSTALLATION

TROUTDALE-LODSON SECTION OF COLUMBIA RIVER HIGHWAY

SECTION I. GENERAL PROVISIONS

1-01. Location. - The work to be done under these provisions is located on the south bank of the Columbia River, between Troutdale and Dodson. It is between the river and the Union Pacific railway tracks and is roughly parallel to both.

1-02. Work to be done. - (a) The work to be done consists of the furnishing of all plant, labor and materials, and the performing of all work required to place in highway embankments 2,100,000 or more cubic yards of spoil materials resulting from channel dredging operations which the contractor will perform under a channel dredging contract awarded to him by the U. S. War Department on or about April 15, 1940.
The work includes, also, the furnishing and installing of approximately 7,000 linear feet of pipe culverts to carry drainage water through the embankments.

(b) For purposes of acceptance, the embankments in which the dredged materials are to be placed are divided into sections as follows:

		Approximate Cubic Yards of Embankment
Section A - Highway Stations	615 to 731	1,075,000 to 1,075,000
Section B - Highway Stations	803 to 860	25,000 to 75,000
Section C - Highway Stations	1090 to 1196	400,000 to 650,000
Section D - Highway Stations	1246 to 1350	600,000 to 800,000
		2,100,000 to 2,600,000

1-03. Maps and plans. - The work shall conform to Drawings Nos. 1A-8-25 and 1A-8-26 marked "Proposed Embankment Construction, Troutdale-Dodson Section of Columbia River Highway, November, 1939," which drawings form a part of the specifications. Copies of the above mentioned drawings are filed in the United States Engineer Office at Bonneville, Oregon, and in the office of the Oregon State Highway Commission at Salem, Oregon.

1-04. Quantities. - The quantity of dredged materials to be placed in highway embankments is uncertain as it depends upon the quantity of materials that becomes available from the channel dredging operations. It appears probable that the total quantity will be greater than 2,100,000 cubic yards, but not greater than 2,600,000 cubic yards.

The quantities of culvert pipe and of the pay excavation involved in the installing of the culvert pipe are also uncertain due to uncertainty as to the limits between which new embankments may be constructed. A rough estimate of the quantities that may be required is as follows:

18-inch pipe	1,400 lin. ft.
24-inch pipe	4,150 lin. ft.
30-inch pipe	350 lin. ft.
Culvert excavation	450 cu. yds.

As a basis for the canvassing of bids and for determining the amount of the consideration of the contract, the following quantities will be used:

Highway Embankment in Place	2,600,000 cu. yds.
18-inch Corrugated Iron Culvert Pipe, Protected Invert	1,600 lin. ft.
24-inch Corrugated Iron Culvert Pipe, Protected Invert	4,400 lin. ft.
30-inch Corrugated Iron Culvert Pipe, Protected Invert	400 lin. ft.
Culvert Excavation	500 cu. yds.

The right is reserved to limit the quantities of embankment construction work to 2,600,000 cubic yards.

1-05. Time of completion. - The embankment construction work and culvert installation work shall be completed within the time limit prescribed by the Government for its channel dredging operations, plus any extension of time duly granted under that contract.

1-06. Payments. - Payments for work performed will be made by the Oregon State Highway Commission at the times and in the manner specified in Section 6 of the Oregon State Highway Commission's standard contract form for state highway construction.

SECTION II. CONDUCT OF WORK

2-01. Limitation on performance of work. - The materials to be placed between Station 1246 and Station 1350, shall not be placed until the "rock toe embankments" which are to be constructed on that portion of the project by another contractor are in place and ready to have the dredged embankment materials placed back of them. In case the rock toe embankments are not in place when the contractor is ready to place the dredged materials back of them, the contractor, if he so desires, will be relieved of his obligation to place materials on that portion of the project.

SECTION III. SUPERVISION

3-01. Direction of work. - The work to be done under the contract shall be done under the supervision and direction of the State Highway Engineer of the State of Oregon, as specified in Section 3 of the Oregon State Highway Commission's standard contract form for state highway construction.

SECTION IV. TECHNICAL PROVISIONS APPLICABLE TO EMBANKMENT CONSTRUCTION AND CULVERT INSTALLATION

4-01. Materials. - The materials to be placed in the highway embankments are to be sand and other materials from the channel dredging operations which are to be performed under a separate contract.

4-02. Extent of embankment construction. - The contractor will be required to construct embankment only to the extent that materials for the construction are obtainable from channel dredging operations performed by him within 7,000 feet of the embankment.

The contractor will be required to complete in its entirety all highway embankment required within the limits of Section A, unless it developes that channel dredging materials available within 7,000 feet of Section A are insufficient to complete the embankment, in which event the contractor shall place on Section A all channel dredging materials available within 7,000 feet of the section.

On Sections B and C, the quantities to be placed shall not be less than the minimum quantities indicated on Drawing No. 1A-8-25.

On Section D, the quantity to be placed shall not be less than the minimum quantity indicated on Drawing No. 1A-8-25, unless the contractor is relieved of his obligation to place materials on that section as specified in foregoing provision 2-01.

4-03. Embankment to be constructed to grade. - All embankment constructed shall be completed to full specified grade and cross-section.

In those sections of embankment (see clause 1-02-b for section limits), for which obtainable materials are insufficient to entirely complete the embankment, the embankment construction shall commence at one end of the section and shall extend as far toward the other end as the obtainable quantities of materials will permit. As far as the embankment extends within the section, it shall be completed to specific grade and cross-section.

4-04. Bulkheads. - Bulkheads required to stop and confine the dredged materials and to enable the construction of the embankments to the cross-sections shown on the plans shall be furnished and placed by the contractor. After the embankments are completed, the bulkheads shall be removed and all bulkhead material burned or otherwise disposed of in an acceptable manner.

4-05. Shaping and finishing. - After the depositing of the dredged materials is completed, the embankments shall be shaped to specified grade and cross-section by means of bulldozers, blade graders and other suitable equipment. All slopes shall be smoothed and made free of noticeable irregularities. The tops of the embankments shall be finished to exact grade and to smooth surface. All portions of embankments not filled to specified cross-section shall be filled to that cross-section.

Limited quantities of excess materials may be left on the slopes provided they are distributed and smoothed so as not to be noticeable.

4-06. Clearing and grubbing. - As a part of the earthwork, the contractor shall perform, without separate or additional compensation, such clearing and grubbing work as may be required in connection with the installing of pipe culverts. No other clearing and grubbing work will be required.

4-07. Embankment at box culvert. - In the placing of embankment materials around the new concrete box culvert which is in place at Station 828, the contractor shall use such means and shall take such precautions as are necessary to avoid injury to the culvert.

In no case shall the embankment on one side of the culvert be built-up more than two feet above the level to which the embankment on the other side of the culvert has been built.

In the event of injury to the culvert, the contractor shall compensate the State Highway Commission for whatever amount it may expend in restoring the culvert to condition satisfactory to the Commission.

4-08. Pay quantities of embankment. - Pay quantities of "Highway Embankment in Place" shall be limited to quantities of embankment in place within the neat lines of specified cross-sections and above the ground elevations existing at the time construction cross-sections are taken, as those quantities are determined by cross-section measurement of the completed embankments. The pay quantities will not include additional quantities required due to subsidence and settlement of the original ground, to settlement of materials within the embankments, or to shrinkage, settlement, washout, slippage or loss, regardless of cause.

Pay quantities will not include quantities placed above or outside of the neat lines of the specified cross-sections, except quantities so placed in compliance with specific order from the engineer accompanied by specific advice that the quantities will be considered pay quantities.

4-09. Pipe culverts. - (a) The culvert pipe to be used in the construction of the pipe culverts called for by the plans (Drawing No. 1A-8-26) shall be corrugated iron culvert pipe with asphalt coating and protected invert. It shall conform in all respects with the State Highway Commission's standard specifications for pipe of that kind as given in Section 52 of the Oregon State Highway Commission's standard contract form for state highway construction.

(b) Only those of the pipe culverts which are within areas on which the contractor constructs embankment are to be installed.

(c) Each culvert shall be installed to the grades and elevations ordered by the engineer and the contractor shall make all and whatever excavations may be necessary to make that possible. The contractor shall, also, do such placing of embankment materials prior to the placing of the culverts as may be necessary to provide support for the culverts at required grade. Culverts through embankments which are retained by "rock toe embankments," will be placed so that the outlet ends of the culverts will be above the top of the rock toe embankment. No excavation into the rock toe embankments will be required. Some of the culverts will require excavation into the existing ground, the total amount of such excavation being estimated at 450 cubic yards.

(d) Filling around and under the culverts shall be done in a manner which will insure uniform bedding and the maximum of freedom from settlement. It shall, also, be so done that there is no crowding of the pipe from established line and grade.

4-10. Payment. - Pay quantities of embankment as hereinbefore defined will be paid for at the price bid per cubic yard for the item "Highway Embankment in Place," it being understood that a cubic yard is a cubic yard as measured in the completed embankment.

Culvert pipe installed will be paid for at the respective prices bid for the respective sizes of "Corrugated Iron Culvert Pipe, Protected Invert," it being understood that all pipe is to have the standard asphalt coating and protected invert.

Such portion of the excavation made for pipe culverts as is made in the original ground (below the surface of the ground before any embankment materials are placed upon it) will be paid for at the price bid per cubic yard for the item "Culvert Excavation." This price shall apply regardless of the nature or condition of the materials excavated.

The prices bid for the corrugated iron pipe items shall be understood to include compensation for all clearing and grubbing work and for all excavating work in materials placed by the contractor (materials above the surface of the original ground). The prices bid for the corrugated iron pipe items shall be understood to include compensation, also, for the furnishing and installing of all required coupling bands or collars.

Payment as above indicated shall be understood to comprise full and complete payment for all materials and all work required to construct embankments and install pipe culverts in accordance with the foregoing specifications, including the portion of the cost of moving the dredged materials from their position in the river bed to the place of their deposit in the highway embankment, which represents cost in addition to that which would have been involved had the dredged materials not been used in highway embankment construction work.

Payment for the dredging of the materials used in the construction of the embankment and for the part of the transportation of those materials which would have been required had the materials been wasted, shall be understood to be included in the payments to be received by the contractor from the U. S. War Department under the channel dredging contract hereinbefore mentioned.

4-11. Acceptance. - As soon as practicable after the completion of a section of highway embankment (see clause 1-02-b hereof), the section will be measured and checked for conformance with specified grades and cross-sections. If deficiencies or objectionable deviations in the work are found, the contractor will be required to correct them. Required additional measurements shall then be made and the work accepted.

The contractor will not be held responsible for settlements, washouts and erosion occuring after measurement and acceptance of the work as above specified.

RECEIVED
JUL 17 1940
FOR FILING

248-C-1

May 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Bridal Veil-Benson Park Section, Project No. FA 248-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

RECEIVED
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248-C-1

May 21, 1940

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State Highway Engineer

By

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Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 248-C (1)

BRIDAL VEIL-BENSON PARK SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 16, 1940

State Contract No. 2205

All Required		Clearing and Grubbing		$ 2,750.00
1,000	cu. yds.	Common Excavation	$ .45	450.00
17,000	cu. yds.	Solid Rock Excavation	.49	8,330.00
20,000	yd. mi.	Truck Haul	.14	2,800.00
340	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	4.00	1,360.00
140	rods	Fence Construction	4.00	560.00
				$ 16,250.00

Hydraulic Embankment, Contract No. 2320

650,000	cu. yds.	Hydraulic Embankment	$ .11	$ 71,500.00
186	cu. yds.	Culvert Excavation	1.50	279.00
116	lin. ft.	18" Culvert Pipe	3.50	406.00
1,774	lin. ft.	24" Culvert Pipe	4.50	7,983.00
254	lin. ft.	30" Culvert Pipe	6.00	1,524.00
				$ 81,692.00

Subtotal	$ 97,942.00
10% Engr. & Cont.	9,794.20
Total	$107,736.20

Length	0.550 mile
Cost per mile	$ 195,884.00

Federal Aid Funds- -	$ 64,650.00
State Funds- -	43,086.20
	$107,736.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 579, laws 1939
State Funds for Maintenance: Chap. 579, laws 1939

Oregon State Highway Department Federal Aid Project No. 248-C (1)

BRIDAL VEIL-BENSON PARK SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 16, 1940

State Contract No. 2285

All Required		Clearing and Grubbing		$ 2,750.00
1,000	cu. yds.	Common Excavation	$ .45	450.00
17,000	cu. yds.	Solid Rock Excavation	.49	8,330.00
20,000	yd. mi.	Truck Haul	.14	2,800.00
340	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	4.00	1,360.00
140	rods	Fence Construction	4.00	560.00
				$ 16,250.00

Hydraulic Embankment, Contract No. 2320

650,000	cu. yds.	Hydraulic Embankment	$ .11	$ 71,500.00
186	cu. yds.	Culvert Excavation	1.50	279.00
116	lin. ft.	18" Culvert Pipe	3.50	406.00
1,774	lin. ft.	24" Culvert Pipe	4.50	7,983.00
254	lin. ft.	30" Culvert Pipe	6.00	1,524.00
				$ 81,692.00

Subtotal	$ 97,942.00
10% Engr. & Cont.	9,794.20
Total	$107,736.20

Length	0.550 mile
Cost per mile	$ 195,884.00

Federal Aid Funds- -	$ 64,650.00
State Funds- -	43,086.20
	$107,736.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 20, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. FAP 248-C (1), the Bridal Veil-Benson Park Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

In submitting the project agreement estimate, please make the segregation of the total cost in the same way as for the Federal Aid funds.

We have corrected the estimate to show the entire length of the project, using 2.007 miles.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Oregon State Highway Department Federal Aid Project No. 248-C (1)

BRIDAL VEIL-BENSON PARK SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1939

State Contract No. 2205

All Required	Clearing and Grubbing	$ - -	$ 2,750.00
1,000 cu. yds.	Common Excavation	0.45	450.00
17,000 cu. yds.	Solid Rock Excavation	0.49	8,330.00
20,000 yd. mi.	Truck Haul	0.14	2,800.00
340 lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	4.00	1,360.00
140 rods	Fence Construction	4.00	560.00
			$ 16,250.00

U. S. War Department Contract (Hydraulic Embankment) (Estimated Prices)

650,000 cu. yds.	Highway Embankment in Place	$ 0.06	$ 39,000.00
186 cu. yds.	Culvert Excavation	1.00	186.00
116 lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	232.00
1,774 lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.00	5,322.00
254 lin. ft.	30" Corr. Iron Pipe, Protected Invert	4.00	1,016.00
			$ 45,756.00

Subtotal	$ 62,006.00
10% Engr. & Cont.	6,200.60
Total	$ 68,206.60

Length	0.550 mile
Cost per mile	$ 124,012.00

Federal Aid Funds- -	$ 40,930.00
State Funds- -	27,275.60
	$ 68,206.60

1939 Federal Aid Funds	$11,570.00	Length	0.156 mile
1940 Federal Aid Funds	29,360.00	Length	0.394 mile

SPECIFICATIONS FOR HIGHWAY EMBANKMENT CONSTRUCTION
AND CULVERT PIPE INSTALLATION
TROUTDALE-DODSON SECTION OF COLUMBIA RIVER HIGHWAY

SECTION I. GENERAL PROVISIONS

1-01. Optional Work. - The embankment construction work and pipe culvert installation work to which this specification applies may be either included or excluded from the contract, as the contracting agent may determine at the time the award of contract is made. It shall be understood, therefore, that the contractor's bid for the channel dredging work hereinbefore specified is complete in itself for the channel dredging work, including the wasting of the dredged materials on specified waste areas as the foregoing specifications provide. It shall be understood, also, that the bid for the highway embankment construction work and the pipe culvert installation work includes only such cost as is extra cost expected to be entailed in the event the contractor is required to place the dredged materials in highway embankments and to install pipe culverts therein, all as specified hereinafter.

1-02. Location. - The work to be done under this specification is located on the south bank of the Columbia River, between Troutdale and Dodson. It is between the river and the Union Pacific railway tracks and is roughly parallel to both.

1-03. Work to Be Done. - (a) The work provided for in this specification is work being done for the Oregon State Highway Commission under an agreement between the War Department and the State Highway Commission dated ______________________________. It is to be paid for by the War Department from funds advanced by the Highway Commission.

(b) The work to be done consists of the furnishing of all plant, labor and materials, and the performing of all work required to place in highway embankments 2,100,000 or more cubic yards of spoil materials resulting from the channel dredging operations specified hereinbefore. The work includes, also, the furnishing and installing of approximately 7,000 linear feet of pipe culverts to carry drainage water through the embankments.

(c) For purposes of acceptance, the embankments in which the dredged materials are to be placed are divided into sections as follows:

		Approximate Cubic Yards of Embankment
Section A - Highway Stations	615 to 731	1,075,000 to 1,075,000
Section B - Highway Stations	803 to 860	25,000 to 75,000
Section C - Highway Stations	1090 to 1196	400,000 to 650,000
Section D - Highway Stations	1246 to 1350	600,000 to 800,000
		2,100,000 to 2,600,000

1-04. Maps and Plans. - The work shall conform to Drawings Nos. 1A-8-25 and 1A-8-26 marked "Proposed Embankment Construction, Troutdale-Dodson Section of Columbia River Highway, November, 1939," which drawings form a part of the specifications. Copies of the above mentioned drawings are filed in the United States engineer office at Portland, Oregon, and in the office of the Oregon State Highway Commission at Salem, Oregon.

1-05. Quantities. - The quantity of dredged materials to be placed in highway embankments is uncertain as it depends upon the quantity of materials that becomes available from the channel dredging operations. It appears probable that the total quantity will be greater than 2,100,000 cubic yards, but not greater than 2,600,000 cubic yards.

The quantities of culvert pipe and of the pay excavation involved in the installing of the culvert pipe are also uncertain due to uncertainty as to the limits between which new embankments may be constructed. A rough estimate of the quantities that may be required is as follows:

18-inch Pipe- - - - - - -	1,400 lin. ft.
24-inch Pipe- - - - - - -	4,150 lin. ft.
30-inch Pipe- - - - - - -	350 lin. ft.
Culvert Excavation- - - -	450 cu. yds.

As a basis for the canvassing of bids and for determining the amount of the consideration of the contract, the following quantities will be used:

Highway Embankment In Place- - - - - - - -	2,600,000 cu. yds.
18-inch Corrugated Iron Culvert Pipe, Protected Invert- - - - - - - - -	1,600 lin. ft.
24-inch Corrugated Iron Culvert Pipe, Protected Invert- - - - - - - - -	4,400 lin. ft.
30-inch Corrugated Iron Culvert Pipe, Protected Invert- - - - - - - - -	400 lin. ft.
Culvert Excavation - - - - - - - - - - - - -	500 cu. yds.

The right is reserved to limit the quantities of embankment construction work to 2,600,000 cubic yards.

1-06. Time of Completion. - The embankment construction work and culvert installation work shall be completed within the time specified elsewhere herein for the completion of the river channel dredging work which is to be performed under the same contract.

1-07. Payments. - Payments will be made monthly on estimates of the quantities of work performed in accordance with the specifications and not included in any prior estimate, except that ten (10) per cent of the amount of each estimate will be retained until full completion and acceptance of all work covered by the contract, when final payment will be made.

SECTION II. CONDUCT OF WORK

2-01. Limitation on Performance of Work. - The materials to be placed between Station 1246 and Station 1350, shall not be placed until the "rock toe embankments" which are to be constructed on that portion of the project by another contractor are in place and ready to have the dredged embankment materials placed back of them. In case the rock toe embankments are not in place when the contractor is ready to place the dredged materials back of them, the contractor, if he so desires, will be relieved of his obligation to place materials on that portion of the project.

SECTION III. SUPERVISION

3-01. Direction of Work. - The placing of the dredged materials in embankment and the installing of culverts will be conducted under the general direction of the contracting officer, but the details of setting line and grade stakes, of inspecting the work and of measuring and computing pay quantities will be attended to by employees of the Oregon State Highway Commission.

SECTION IV. TECHNICAL PROVISIONS APPLICABLE TO EMBANKMENT CONSTRUCTION AND CULVERT INSTALLATION

4-01. Materials. - The materials to be placed in the highway embankments are to be sand and other materials from the channel dredging operations which are to be performed under the same contract.

4-02. Extent of Embankment Construction. - The contractor will be required to construct embankment only to the extent that materials for the construction are obtainable from channel dredging operations within 7,000 feet of the embankment.

The contractor will be required to complete in its entirety all highway embankment required within the limits of Section A, unless it developes that materials available within 7,000 feet of Section A are insufficient to complete the embankment, in which event the contractor shall place on Section A all materials available within 7,000 feet of the section.

On Sections B and C, the quantities to be placed shall not be less than the minimum quantities indicated on Drawing No. 1A-8-25.

On Section D, the quantity to be placed shall not be less than the minimum quantity indicated on Drawing No. 1A-8-25, unless the contractor is relieved of his obligation to place materials on that section as specified in foregoing provision 2-01.

4-03. Embankment to Be Constructed to Grade. - All embankment constructed shall be completed to full specified grade and cross-section.

In those sections of embankment (see clause 1-03-c for section limits), for which obtainable materials are insufficient to entirely complete the embankment, the embankment construction shall commence at one end of the section and shall extend as far toward the other end as the obtainable quantities of materials will permit. As far as the embankment extends within the section, it shall be completed to specified grade and cross-section.

4-04. Bulkheads. - Bulkheads required to stop and confine the dredged materials and to enable the construction of the embankments to the cross-sections shown on the plans shall be furnished and placed by the contractor. After the embankments are completed, the bulkheads shall be removed and all bulkhead material burned or otherwise disposed of in an acceptable manner.

4-05. Shaping and Finishing. - After the depositing of the dredged materials is completed, the embankments shall be shaped to specified grade and cross-section by means of bulldozers, blade graders and other suitable equipment. All slopes shall be smoothed and made free of noticeable irregularities. The tops of the embankments shall be finished to exact grade and to smooth surface. All portions of embankments not filled to specified cross-section shall be filled to that cross-section.

Limited quantities of excess materials may be left on the slopes provided they are distributed and smoothed so as not to be noticeable.

4-06. Clearing and Grubbing. - As a part of the earthwork, the contractor shall perform, without separate or additional compensation, such clearing and grubbing work as may be required in connection with the installing of pipe culverts. No other clearing and grubbing work will be required.

4-07. Embankment at Box Culvert. - In the placing of embankment materials around the new concrete box culvert which is in place at Station 828, the contractor shall use such means and shall take such precautions as are necessary to avoid injury to the culvert.

In no case shall the embankment on one side of the culvert be built-up more than two feet above the level to which the embankment on the other side of the culvert has been built.

In the event of injury to the culvert, the contractor shall compensate the State Highway Commission for whatever amount it may expend in restoring the culvert to condition satisfactory to the Commission.

4-08. Pay Quantities of Embankment. - Pay quantities of "Highway Embankment in Place" shall be limited to quantities of embankment in place within the neat lines of specified cross-sections and above the ground elevations existing at the time construction cross-sections are taken, as those quantities are determined by cross-section measurement of the completed embankments. The pay quantities will not include additional quantities required due to subsidence and settlement of the original ground, to settlement of materials within the embankments, or to shrinkage, settlement, washout, slippage or loss, regardless of cause.

Pay quantities will not include quantities placed above or outside of the neat lines of the specified cross-sections, except quantities so placed in compliance with specific order from the engineer accompanied by specific advice that the quantities will be considered pay quantities.

4-09. Pipe Culverts. - (a) The culvert pipe to be used in the construction of the pipe culverts called for by the plans (Drawing No. 1A-8-26) shall be corrugated iron culvert pipe with asphalt coating and protected invert. It shall conform in all respects with the State Highway Commission's standard specifications for pipe of that kind which standard specifications will be furnished the contractor on request.

(b) Only those of the pipe culverts which are within areas on which the contractor constructs embankment are to be installed.

(c) Each culvert shall be installed to the grades and elevations ordered by the engineer and the contractor shall make all and whatever excavations may be necessary to make that possible. The contractor shall, also, do such placing of embankment materials prior to the placing of the culverts as may be necessary to provide support for the culverts at required grade. Culverts through embankments which are retained by "rock toe embankments," will be placed so that the outlet ends of the culverts will be above the top of the rock toe embankment. No excavation into the rock toe embankments will be required. Some of the culverts will require excavation into the existing ground, the total amount of such excavation being estimated at 450 cubic yards.

(d) Filling around and under the culverts shall be done in a manner which will insure uniform bedding and the maximum of freedom from settlement. It shall, also, be so done that there is no crowding of the pipe from established line and grade.

4-10. Payment. - Pay quantities of embankment as hereinbefore defined will be paid for at the price bid per cubic yard for the item "Highway Embankment in Place," it being understood that a cubic yard is a cubic yard as measured in the completed embankment.

Culvert pipe installed will be paid for at the respective prices bid for the respective sizes of "Corrugated Iron Culvert Pipe, Protected Invert," it being understood that all pipe is to have the standard asphalt coating and protected invert.

Such portion of the excavation made for pipe culverts as is made in the original ground (below the surface of the ground before any embankment materials are placed upon it) will be paid for at the price bid per cubic yard for the item "Culvert Excavation." This price shall apply regardless of the nature or condition of the materials excavated.

The prices bid for the corrugated iron pipe items shall be understood to include compensation for all clearing and grubbing work and for all excavating work in materials placed by the contractor (materials above the surface of the original ground). The prices bid for the corrugated iron pipe items shall be understood to include compensation, also, for the furnishing and installing of all required coupling bands or collars.

Payment as above indicated shall be understood to comprise full and complete payment for all materials and all work required to construct embankments and install pipe culverts in accordance with the foregoing specifications, including the portion of the cost of moving the dredged materials from their position in the river bed to the place of their deposit in the highway embankment, as represents cost in addition to that which would have been involved had the dredged materials not been used in highway embankment construction work.

Payment for the dredging of the materials used in the construction of the embankment and for the part of the transportation of those materials which would have been required had the materials been wasted, shall be understood to be included in the payments to be made for the channel dredging work.

4-11. Acceptance. - As soon as practicable after the completion of a section of highway embankment (see clause 1-03-e hereof), the section will be measured and checked for conformance with specified grades and cross-sections. If deficiencies or objectionable deviations in the work are found, the contractor will be required to correct them. Required additional measurements shall then be made and the work accepted.

The contractor will not be held responsible for settlements, washouts and erosion occurring after measurement and acceptance of the work as above specified.

December 12, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans for the proposed hydraulic embankment work to be constructed by the U. S. War Department on the Bridal Veil-Benson Park Section, Project No. FA 248-C (1).

Five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 248-C (1)

BRIDAL VEIL-BENSON PARK SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 12, 1939

State Contract No. 2205:

All Required		Clearing and Grubbing		$ 2,750.00
1,000	cu. yds.	Common Excavation	$0.45	450.00
17,000	cu. yds.	Solid Rock Excavation	0.49	8,330.00
20,000	yd. mi.	Truck Haul	0.14	2,800.00
340	lin. ft.	30" Extra Strength Corrugated Iron Pipe, Protected Invert	4.00	1,360.00
140	rods	Fence Construction	4.00	560.00
				$16,250.00

U. S. War Department Contract (Hydraulic Embankment) (Estimated Prices):

400,000	cu. yds.	Hydraulic Embankment	$0.06	$24,000.00
275	cu. yds.	Trench Excavation	1.00	275.00
116	lin. ft.	18" Culvert Pipe	2.00	232.00
2,134	lin. ft.	24" Culvert Pipe	3.00	6,402.00
420	lin. ft.	30" Culvert Pipe	4.00	1,680.00
				$32,589.00

Sub-total	$48,839.00
10% Engr. & Cont.	4,883.90
Total	$53,722.90

Length	0.550 mile
Cost per mile	$97,678.00

Federal Aid Funds -	$32,240.00
State Funds -	21,482.90
	$53,722.90

1939 Federal Aid Funds	$11,570.00	Length	0.197 mile
1938 Federal Aid Funds	$20,670.00	Length	0.353 mile

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUL 14 1939
STATE HIGHWAY COMMISSION

July 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 248-C (1), the Bridal Veil-Benson Park Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

July 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications, and five copies of right of way statement, for the Bridal Veil-Benson Park Section, Project No. FA 248-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The item of "Fence Construction," appearing in the estimate as a participating item, is to construct a fence around the quarry site as a protection against injury of persons or stock. This appears to us to be eligible for cooperation, but, if such is not the case, the item will be listed as non-participating in the agreement estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 248-C (1)

BRIDAL VEIL-BENSON PARK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 6, 1939

Clearing and Grading (Sta. 1137+75 to 1166+80)

All Required		Clearing and Grubbing		$ 700.00
1,000	cu. yds.	Common Excavation	$ .25	250.00
17,000	cu. yds.	Solid Rock Excavation	.60	10,200.00
20,000	yd. mi.	Truck Haul	.15	3,000.00
340	lin. ft.	30" Extra Strength Corr. Iron Pipe	4.50	1,530.00
140	rods	Fence Construction	1.00	140.00
			Subtotal	$15,820.00
			10% Engr. & Cont.	1,582.00
			Total	$17,402.00

Length 0.550 mile
Cost per mile $ 31,740.00

Clearing (Sta. 1090+00 to 1137+75)(Sta. 1166+80 to 1196+00)

All Required	Clearing and Grubbing		$ 1,700.00
		Subtotal	$ 1,700.00
		10% Engr. & Cont.	170.00
		Total	$ 1,870.00

Length 1.457 mile
Cost per mile $ 1,283.45

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Clearing and Grading	$ 17,402.00	$ 10,447.00	$ 6,955.00
Clearing	1,870.00	1,123.00	747.00
	$ 19,272.00	$ 11,570.00	$ 7,702.00

BRIDAL VEIL-BENSON PARK SECTION

PROJECT NO. FA 248-C (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 6, 1939

RECEIVED
OCT 29 1940
FOR FILING

248-B-1

October 28, 1940

Pacific Indemnity Company
J. E. Finke, Agent
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by Taylor Brothers against the bond taken from Morrison-Knudsen Company in connection with state highway contract No. 2205, East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Morrison-Knudsen Co.
Boise, Idaho

NOTED
D. G. DeSart

October 28, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of October 26, 1940, with copies of a claim inclosed which has been filed by Taylor Brothers against the bond taken from Morrison-Knudsen Company in connection with state highway contract No. 2205, East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

In accordance with our usual practice we are today forwarding copies of the claim to the surety and the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
1940

October 26, 1940

Oregn State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Taylor Brothers for $24675.00 against the bond taken from Morrison-Knudsen Company, Inc., principal, and Pacific Indemnity Company, surety, for work on the Troutdale-Corbett and Bridal Veil-Benson Park sections of the Columbia River Highway, contract No. 2205, which was received from James L Conley, Attorney, Portland, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs. 3

REFERRED TO
Miss Hanson
BY SECRETARY

Prepare customary letter
HBG

NOTED
D. G. DeSart

COPY

October 24, 1940

To the State of Oregon:

Notice is hereby given that the undersigned, Taylor Brothers, a co-partnership, consisting of W. W. Taylor, Allan Taylor, Fred Taylor, and Howard Taylor, has a claim for labor consisting of the hauling of rock from a quarry sight to the fill or embankment of the hereinafter-described highway being constructed by the State of Oregon near Corbett, Oregon, in the sum of $24,675, against the bond taken from Morrison-Knudsen Company, Inc., and Pacific Indemnity Company, its surety on said bond, for the work of construction of the east unit, Troutdale-Corbett and Bridal Veil-Benson Park sections of the Columbia River Highway, State contract No. 2205.

TAYLOR BROTHERS, a Co-Partnership

By W W Taylor

Endorsed: File No. 2957
Filed October 26, 1940
EARL SNELL, Secretary of State

RECEIVED
SEP 11 1940
FOR FILING

248-B-1

September 10, 1940

Mr. James L. Conley
1312 Public Service Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your request of September 7 and advise that the Morrison-Knudsen Contract, No. 2205, for construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway was completed March 30, 1940, and accepted by the Commission May 3, 1940.

The performance bond on this contract was furnished by the Pacific Indemnity Company, for whom J. E. Finke, Yeon Building, Portland, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
1312 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

September 7, 1940

Mr. H. B. Glaisyer
Secretary, State Highway Commission
Salem, Oregon

Dear Sir:

Re: East unit Troutdale, Corbett
and Bridal Veil-Benson Park
Section Columbia River
Highway
Morrison-Knudson Co.

Will you kindly advise me the date of completion and acceptance of the above contract, and greatly oblige.

Very truly yours,

Jas. L. Conley

James L. Conley

C:JL

REFERRED TO Details
BY SECRETARY
prepare reply

Also name of surety on M.K. Co bond.

REFERRED TO
BY SECRETARY

RECEIVED
AUG 14 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

248-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 248-B (1)
E. Unit, Troutdale-Corbett Section
Columbia River Highway

July 11, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

Wayp-5844

Form P. R. 2

State Oregon

Federal Aid Project No. 248-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of June, 1940

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of September, 1938, a project statement, which was approved on the 26th day of October, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of July 1939; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty-six thousand, five hundred forty-five and 37/100 dollars ($136,545.37) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 615+00 in the NW 1/4 Sec. 29, T. 1 N., R. 4 E., W.M., and survey station 749+10 in Lot 1, Sec. 27, T. 1 N., R. 4 E., W.M.

, length 2.541 miles, in Multnomah County, being Section B(1) of Oregon Federal Aid project No. 248, consisting of 2.541 miles of roadway and no bridges, [redacted] of more than 20 feet clear span.

10—11379 GPO

[redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of one hundred thirty-six thousand, five hundred forty-five and 37/100 dollars ($136,545.37), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred twenty-eight thousand, sixteen and 80/100 dollars ($228,016.80), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of JUN 18 1940, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 248-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 228,016.80 as the total estimated cost of said project, and the sum of $ 136,545.37 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of JUN 18 1940

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10139

RECEIVED
JUL 25 1940
FOR FILING

248-F-1

July 23, 1940

Morrison-Knudsen Company, Inc.
General Contractors
319 Broadway
Boise, Idaho

Attention: Carroll F. Zapp

Gentlemen:

This is to acknowledge receipt of and to thank you for your letter of July 20, 1940, and the inclosed release from Parker-Schram Company of its claim against Taylor Brothers and Morrison-Knudsen Company, Inc., arising out of the contract for the construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County. I am making note of this release in the records of this job.

I am pleased to note that all outstanding claims arising out of this highway contract have been disposed of.

Very truly yours,

HBG:AM

Secretary

REFERRED
BY SECRETARY

note on card

July 23, 1940

Pacific Indemnity Company
J. E. Finke, Agent,
Yeon Building
Portland, Oregon

Gentlemen:

This is to advise you that Morrison-Knudsen Company, Inc., has forwarded to this office a copy of a release from Parker-Schram Company of its claim against Taylor Brothers and Morrison-Knudsen Company, Inc., arising out of the contract for the construction of the East Unit, Troutdale-Corbett and Bridal Veil Benson Park Sections of the Columbia River Highway, Contract No. 2205.

This information is being given you inasmuch as you appear surety on the bond furnished by the contractor in connection with the above-mentioned contract.

Very truly yours,

HBG:AM Secretary

cc - Morrison-Knudsen Co.
General Contractors
319 Broadway
Boise, Idaho

RECEIVED

Morrison-Knudsen Company, Inc.

GENERAL CONTRACTORS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

CARROLL F. ZAPP
ATTORNEY

July 20, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Dear Sir:

Enclosed herewith is a copy of release obtained from Parker-Schram Companyacknowledging payment of the amount claimed due it in the claim filed against our bond given in connection with the State Highway Contract # 2205 on the Columbia River Highway near Corbett, Oregon.

This instrument also constitutes a release and withdrawal of the claim filed by Parker-Schram Company. With the filing of this receipt and release, we desire to advise you that all outstanding claims arising out of this highway contract have been disposed of.

Yours very truly,

Carroll F Zapp

CFZ:mr
Encs. Release
cc- Morrison-Knudsen Co. Inc.

ACKNOWLEDGED
H. B. GLAISYER

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $992.50 in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939, between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdate - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros. and/or Pacific Indemnity Company. Executed in triplicate this 17th day of July, 1940.

Charles T. Parker
C. A. Schram
doing business as
Parker-Schram Company

By CASchram

RECEIVED
JUN 26 1940
FOR FILING

248-B-1

June 24, 1940

Morrison-Knudsen Company, Inc.
General Contractors
319 Broadway
Boise, Idaho

A. H. Baer

Gentlemen:

This is to acknowledge receipt of your letter of June 17 inclosing a receipt from P. L. Crooks and Company, Inc., Portland, showing that its claim against you, arising out of your contract with the State Highway Commission for the grading of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County, Contract No. 2205, has been paid in full. I wish to thank you for this information.

Very truly yours,

Secretary

HBG:AM

REFERRED TO DeSart BY SECRETARY

record on card [illegible]

H. G. DeSart

June 24, 1940

Pacific Indemnity Company
J. E. Pinke, Agent,
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a receipt and release which Morrison-Knudsen Company, Inc., forwarded to the State Highway Commission, showing that the claim of P. L. Crooks and Company, Inc., against Morrison-Knudsen Company in connection with State Highway Contract No. 2205, East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County, has been paid in full.

Very truly yours,

HBG:AM

Secretary

Morrison-Knudsen Company, Inc.
GENERAL CONTRACTORS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

RECEIVED
[illegible] 1940
STATE HIGHWAY COMMISSION

June 17th, 1940.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Re - State Highway Contract 2205, Multnomah County.

We hand you enclosed, receipt and release from P. L. Crooks & Company, covering the claim filed against us for amount owing Crooks & Company by Taylor Bros. in connection with the construction of State Highway Contract No. 2205.

You notified us on April 18th and May 9th, as to the filing of this claim, and which we recently settled.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

By A. H. Baer
A. H. Baer.

ACKNOWLEDGED
H. B. GLAISYER

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $339.55, in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939, between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdate - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros. and/or Pacific Indemnity Company. Executed in triplicate this 14th day of June, 1940.

P. L. CROOKS & CO., INC.

By____________________
~~President~~
Assistant - Secretary

Witness:

____

____

RECEIVED
JUN 20 1940
FOR FILING

248-B-1

June 18, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 17 transmitting a copy of a letter filed with your office by P. L. Crooks & Company, Inc., wherein they advise that their claim against Morrison-Knudsen Company and the Pacific Indemnity Company on their contract No. 2205 for grading the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County, has been paid in full.

In accordance with our usual practice, we have entered this information in our records and will see that the surety and contractor are notified of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MEL

June 18, 1940

PACIFIC INDEMNITY COMPANY
J. R. Finke, Local Agent
Yeon Building
Portland, Oregon

Gentlemen:

We are in receipt of a copy of a letter from P. L. Crooks & Company, transmitted from the office of the Secretary of State, advising that their claim against Morrison-Knudsen Company on Contract No. 2205 for grading the East Unit, Troutdale-Corbett Section and Bridal Veil-Benson Park Section of the Columbia River Highway, in Multnomah County, has been paid in full.

Inasmuch as you are surety for the contracting firm on this job, we are passing this notice of settlement of claim on to you for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Morrison-Knudsen Company
Boise, Idaho

RECEIVED
[illegible] 18 1940
[illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

June 17, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files a copy of a letter from P. L. Crooks & Co. Inc. advising that their notice of claim has been satisfied.

Very truly yours,

Earl Snell

Secretary of State

[illegible]
enc.

[illegible]
D.G. DeSart

COPY

P. L. CROOKS & CO. INC.
2145 N. W. Pettygrove St.
Portland, Oregon

RECEIVED
[illegible] 1940
STATE HIGHWAY COMMISSION

June 15th 1940

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Relative to our claim of April 15th, 1940, against Morrison-Knudsen Company, contractor on the Oregon Highway Commission Contract - East Unit - Troutdale-Corbett Section and Bridal Veil-Benson Park Section of the Columbia River Highway in Multnomah County, in the amount of $360.80 and which contract was bonded by the Pacific Indemnity Company. Acknowledgment was made by you under date of May 7th, 1940.

Please be advised that Morrison-Knudsen Company have paid this account in full and therefor we wish to withdraw our claim against them and the bonding company.

Yours very truly

P. L. Crooks & Co., Inc.,

By P. L. CROOKS

PLC/lc

RECEIVED
JUN 20 1940
FOR FILING

248-B-1

June 17, 1940

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Mr. Murray:

Replying to your inquiry of June 14 wish to say that Morrison-Knudsen Company, Inc., completed their contract, No. 2205, for grading the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway on March 30, 1940. The project was accepted by the State Highway Commission on May 3, 1940.

Very truly yours,

Secretary

HBG:MC
mm

Contract 2205 E. Unit Troutdale-Corbet &
Bridal Veil-Benson Park.
Morrison-Knudsen Co.

Completed March 30, 1940
Accepted May 3, 1940

OMPANY

Form 3010
7-37-5,000

PORTLAND, OREGON
June 14,1940

RECEIVED
17 1940

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

Referring to your contract with Morrison-Knudsen Co.,Inc,dated August 22,1939, for clearing and grubbing rock toe embankment and other work in connection with reconstruction of the Columbia River Highway on the east unit of the Troutdale-Corbett Section and on the Bridal Veil-Benson Park Section:

It is my understanding that the work under this contract has been completed and was accepted by the Commission on May 3,1940. Will you please confirm or correct this understanding.

Yours very truly,

S MURRAY

REFERRED TO
[illegible]
BY SECRETARY

give me information for reply,
HBS.

ANSWE
H. B. GLAISYER

SHIP AND TRAVEL BY RAIL

Form 8010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON
June 14,1940

RECEIVED
17 1940

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

Referring to your contract with Morrison-Knudsen Co.,Inc,dated August 22,1939, for clearing and grubbing rock toe embankment and other work in connection with reconstruction of the Columbia River Highway on the east unit of the Troutdale-Corbett Section and on the Bridal Veil-Benson Park Section:

It is my understanding that the work under this contract has been completed and was accepted by the Commission on May 3,1940. Will you please confirm or correct this understanding.

Yours very truly,

S MURRAY

REFERRED TO [illegible]
BY SECRETARY

for our information for reply,
HWS

ANSWERED
H. B. GLAISYER

Form [illegible]—Revised—[illegible]—4-40

RECEIVED

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 11, 1940

248-P-1

Subject: Contract 2205 -- Date of Acceptance

To: Mr. S. H. Probert
Office Engineer
Salem, Oregon

Dear Sir:

Mr. H. J. Roberts of the Union Pacific asks if the State Highway Commission has accepted in writing the Morrison-Knudsen Contract, No. 2205, as being a finished job. If so, please give the date of such acceptance.

It appears that the surety company's obligation to the railroad company ends when the Morrison-Knudsen job is accepted in writing by the State Highway Commission and he wishes this date in order to inform the surety company.

Very truly yours,

E. A. Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP

Accepted May 3rd, 1940
Completed March 30, 1940

Phoned this information
to Collier's office, June 13th.
SHP

RECEIVED
AUG 13 1940
FOR FILING

248-B-1

June 8, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the East Unit, Troutdale-Corbett Section, Project No. FA 248-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

June 3, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon FAP 248-B (1), East Unit, Troutdale-Corbett Section of the Columbia River Highway.

As this agreement involves funds which will lapse on June 30, 1940, if it is not executed in Washington prior to that date, it is suggested that the agreement be signed without delay by the two Commissioners now in the State.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

248-B-1

May 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies each of agreements with the Union Pacific Company for the construction of temporary undercrossings for use in connection with the construction with Projects Nos. 248-A (1) and 248-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

#2205

248-B-1

May 27, 1940

Pacific Indemnity Company
J. E. Finke, Agent,
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by Parker-Schram Company against the bond taken from Morrison-Knudsen Company, Inc., and/or Taylor Brothers in connection with state highway contract No. 2205, East Unit, Troutdale-Corbett Station and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

This is being forwarded to you for attention and action inasmuch as you appear surety on the bond furnished by the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Morrison-Knudsen Co.
Boise, Idaho

May 27, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of May 24 with copies of a claim inclosed which has been filed by Parker-Schram Company against the bond taken from Morrison-Knudsen Company, Inc., and/or Taylor Brothers in connection with state highway contract No. 2205, East Unit, Troutdale-Corbett and Bridal Veil Benson Park Sections of the Columbia River Highway.

In accordance with our usual practice we are today forwarding copies of the claim to the surety and the contractor.

Very truly yours,

State Highway Commission

By

Secretary

HBG:AM

COPY

PARKER-SCHRAM COMPANY

General Constructors

Couch Building

Portland, Oregon

To EARL SNELL, Secretary of State,
and
To THE OREGON STATE HIGHWAY COMMISSION,
Salem, Oregon

NOTICE IS HEREBY GIVEN, That the undersigned PARKER-SCHRAM COMPANY, a copartnership comprised of the partners CHAS. T. PARKER and C. A. SCHRAM, with offices in the Couch Building, Portland, Oregon, has a claim for rentals due from MORRISON-KNUDSEN COMPANY, INC., of Boise, Idaho, and/or TAYLOR BROS., of Portland, Oregon, (herein termed the Contractors), and their bondsman PACIFIC INDEMNITY COMPANY, with local offices in the Yeon Building, Portland, Oregon, in the sum of $1012.75 for rental of one Caterpillar Diesel #11 Patrol Grader furnished during the months of December, 1939, and January, February and March, 1940 (December 28, 1939 to March 11, 1940), to be used and which was used by the Contractors in the performance of their contract with the Oregon State Highway Commission for the construction of the East unit, Troutdale-Corbett section and Bridal Veil-Benson Park section of the Columbia River Highway in Multnomah County, Oregon, at the agreed rental - 4 hours minimum per day, 139½ hours operating time at $4.50 per hour, $627.75 and 154 hours allowable standby time at $2.50 per hour, $385.00, total $1012.75, which is the reasonable as well as the agreed rental value of said equipment for the said period.

Dated at Portland, Oregon, this 23" day of May, 1940.

PARKER-SCHRAM COMPANY

By C. A. SCHRAM Co-partner.

Endorsed: File No. 2908
Filed May 24, 1940
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

May 24, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Parker-Schram Company for $1012.75 against the bond taken from Morrison-Knudsen Company, Inc. and/or Taylor Bros. and Pacific Indemnity Company, surety, for work on the East unit, Troutdale-Corbett Section and Bridal Veil-BensonPark section of the Columbia River Highway, which was received from Ridgway, Johnson, Kendall & Stephan, Portland, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:Fm
encs. 3

#2265

RECEIVED

248-B-1

May 24, 1940

Ridgway, Johnson, Kendall & Stephan
Attorneys at Law
United States National Bank Bldg.
Portland, Oregon

Attention: Everett A. Johnson

Gentlemen:

This acknowledges receipt of your letter of May 23 advising of the claim of your client, Parker-Schram Company, against Morrison-Knudsen Company and/or Taylor Brothers in connection with state highway contract No. 2205.

In accordance with our usual practice, we are today notifying the surety and the contractor that the claim has been filed.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
A. C. Ireland
BY SECRETARY

May 24, 1940

Pacific Indemnity Company
J. E. Fiske, Agent,
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed by Parker-Schram Company against the bond taken from Morrison-Knudsen Company and/or Taylor Brothers in connection with state highway contract No. 2205, East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Morrison-Knudsen Company in connection with the above-mentioned contract.

Very truly yours,

HBG:AM

Secretary

cc - Morrison-Knudsen Company
Boise, Idaho

RIDGWAY, JOHNSON, KENDALL & STEPHAN
ATTORNEYS AT LAW
UNITED STATES NATIONAL BANK BUILDING
PORTLAND, OREGON

ALBERT B. RIDGWAY
EVERETT A. JOHNSON
JOHN C. KENDALL
ALBERT E. STEPHAN

May 23, 1940.

Secretary of State,
Salem, Oregon.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We enclose herewith Notice of Claim of our client Parker-Schram Company for rentals due from Morrison-Knudsen Company, Inc. of Boise, Idaho and/or Taylor Bros., of Portland, Oregon, for use of a grader by the above named contractors in the performance of their contract with the Oregon State Highway Commission for construction of the East Unit, Troutdale-Corbett section and Bridal Veil-Benson Park section of the Columbia River Highway in Multnomah County, being contract #2205.

Kindly acknowledge receipt of this Notice, and oblige,

Very truly yours,

RIDGWAY, JOHNSON, KENDALL & STEPHAN,

By Everett A. Johnson
Everett A. Johnson

EAJ:M
Enc.

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

To EARL SNELL, Secretary of State,
and
To THE OREGON STATE HIGHWAY COMMISSION,
Salem, Oregon.

NOTICE IS HEREBY GIVEN, That the undersigned PARKER-SCHRAM COMPANY, a copartnership comprised of the partners CHAS. T. PARKER and C. A. SCHRAM, with offices in the Couch Building, Portland, Oregon, has a claim for rentals due from MORRISON-KNUDSEN COMPANY, INC., of Boise, Idaho, and/or TAYLOR BROS., of Portland, Oregon, (herein termed the Contractors), and their bondsman PACIFIC INDEMNITY COMPANY, with local offices in the Yeon Building, Portland, Oregon, in the sum of $1012.75 for rental of one Caterpillar Diesel #11 Patrol Grader furnished during the months of December, 1939, and January, February and March, 1940 (December 28, 1939 to March 11, 1940), to be used and which was used by the Contractors in the performance of their contract with the Oregon State Highway Commission for the construction of the East unit, Troutdale-Corbett section and Bridal Veil-Benson Park section of the Columbia River Highway in Multnomah County, Oregon, at the agreed rental - 4 hours minimum per day, 139½ hours operating time at $4.50 per hour, $627.75, and 154 hours allowable standby time at $2.50 per hour, $385.00, total $1012.75, which is the reasonable as well as the agreed rental value of said equipment for the said period.

Dated at Portland, Oregon, this 23rd day of May, 1940.

PARKER-SCHRAM COMPANY
By C A Schram Co-partner.

RECEIVED
JUL 19 1940
FOR FILING

248-B-1

May 21, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the East Unit, Troutdale-Corbett Station Section, Project No. FA 248-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 248-B (1)

EAST UNIT, TROUTDALE-CORBETT SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 16, 1940

State Contract No. 2205 (Sta. 637+00 to 749+10)

All Required		Clearing and Grubbing		$ 2,500.00
20,000	cu. yds.	Common Excavation	$ .25	5,000.00
95,000	cu. yds.	Solid Rock Excavation	.52	49,400.00
115,000	yd. mi.	Truck Haul	.13	14,950.00
All Required		Moving Platform and Trestle at Undercrossing		1,500.00
66	rods	Fence Construction	5.00	330.00
				$ 73,680.00

Hydraulic Embankment (Contract No. 2320) (Sta. 615+00 to 730+80)

1,075,000	cu. yds.	Hydraulic Embankment	$ .11	$118,250.00
314	cu. yds.	Culvert Excavation	1.50	471.00
1,484	lin. ft.	18" Culvert Pipe	3.50	5,194.00
1,626	lin. ft.	24" Culvert Pipe	4.50	7,317.00
146	lin. ft.	30" Culvert Pipe	6.00	876.00
				$132,108.00

Work to Be Performed by the Union Pacific Company

All Required	Construct Hauling Road Trestle (Sta. 749+10)	$ 1,500.00
	Subtotal	$207,288.00
	10% Engr. & Cont.	20,728.80
	Total	$228,016.80

Length 2.541 miles
Cost per mile $ 89,735.06

Federal Aid Funds- -	$136,545.37
State Funds- -	91,471.43
	$228,016.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

248-B-1

R. H. Baldock

18th, 1940

FINAL COST ANALYSIS

E. Unit, Troutdale-Corbett & Bridal Veil-Benson Park - Columbia River Highway
Grading

Contract No. 2205

Prefix 26-1142

Highway Engineer

Morrison-Knudsen Co., Contractors
Carl Peterson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
E. Unit, Troutdale-Corbett					
Clearing & Grubbing	$6,385.10	All			$2,500.00
Common Excavation	7,746.08	19,455.4 cu. yd.	0.40	0.25	4,863.85
Solid "	49,131.61	85,833.6 " "	0.57	0.52	44,633.47
Truck Haul	35,549.37	104,013.0 yd. mi.	0.34	0.13	13,521.69
Moving Platform & Trestle	1,564.11	All			1,500.00
Fence Construction	269.85	71.82 Rod	3.76	5.00	359.10
Bridal Veil-Benson Park					
Clearing & Grubbing	5,898.56				2,750.00
Common Excavation	393.50	1,025.5 cu. yd.	0.38	0.45	461.48
Solid Rock Excavation	12,679.11	19,556.2 " "	0.65	0.49	9,582.54
Truck Haul	9,568.87	22,782.9 yd. mi.	0.42	0.14	3,189.61
30" Ex. Str. Corr. Iron Pipe	1,432.37	340 lin. ft.	4.21	4.00	1,360.00
Fence Construction	482.96	141.21 Rods	3.42	4.00	564.84
	$131,101.49				$85,286.58

Total Cost	$131,101.49
Gross Revenue	85,286.58
Net Loss	$45,814.91 = 53.7% of Gross Revenue

Morrison & Knudsen Share of Loss	$24,628.47
Glenn Falls Indemnity Co. (Bondsmen of Hauling Sub-Contractor)	15,500.00
Taylor Trucking Co. (Sub-Contractor of Hauling)	5,686.44
Net Loss	$45,814.91

E. Unit, Troutdale-Corbett & Bridal Veil-Benson Park

Detail of Cost

Labor:			
Supervision		$3,973.26	
Labor		34,905.66	
State Industrial Accident Insurance		2,332.74	
Social Security & Unemployment Insurance		1,555.16	$42,766.82
Materials:			
Barbed Wire	11 Reels at $3.36	$36.69	
Cedar Fence Posts	427 at 0.10	42.70	
2" x 6" Rgh. Lumber	3.515 M-FBM at 15.00	52.72	
30" Ext. Str. C.I.P.	340 lin. ft. at 2.77	941.80	
30" Bands	16 at 2.38	38.08	
Mat'ls for Log Dump Platform		111.64	1,223.63
Equipment Rental & Misc. Supplies:			
Equipment Rental		$15,513.32	
Gas, Oil and Grease		4,901.57	
Explosives		6,061.98	
Misc. Supplies & Small Tools		2,602.60	
Special R.R. Protection Bond		626.90	
Bond		1,015.55	
Public Liability		358.86	
Move In Cartage		1,571.37	
Office, Shop & Gen. Overhead		9,547.37	
Home Office 4% of Gross Revenue		3,411.46	45,610.98
Account with Sub-Contractor:			
104,013 Yd. Mi. at $0.13		$13,521.69	
22,782.9 Yd. Mi. at $0.14		3,189.61	
Part of Sub-Contractor's Bills Paid by Contractor		3,602.62	20,313.92
Morrison-Knudsen Cost			$109,915.05
Glenn Falls Indemnity Co. Loss on Haul Bond			15,500.00
Sub-Contractor's Loss on Hauling			5,686.44
		Total Cost	$131,101.79

E. Unit, Troutdale-Corbett & Bridal Veil-Benson Park

REMARKS:

This contract, which required the clearing of 2.12 miles and the construction of 1.4 miles of rock toe embankment, was bid on July 27th, 1939. The contractor started the work on August 28th, and completed on March 30th, 1940.

The clearing consisted of 43½ acres of willow and cottonwood trees and brush. No grubbing was required, except on 1 acre at the Corbett quarry, but the trees were required to be cut not higher than one foot above the ground. The work was performed by hand labor, and the burning was aided by the use of fuel oil. The bid averaged $120 per acre, and the cost averaged $282 per acre.

The common excavation consisted of the loose material lying at the face of the Bridal Veil quarry and of the overburden at the Corbett quarry. The overburden was removed by an RD-8 cat and dozer at the Corbett quarry and then loaded into trucks by a 2-yard shovel. The double handling of the common material increased the cost, and heavy rains also interfered with the excavation of this material.

The piling for the logging platform, adjacent to the Corbett quarry, was driven by a floating pile driver which the Morrison-Knudsen Company had used on other work in the same vicinity.

The contractors starting the placing of the toe embankment on the Bridal Veil section and later moved to the Corbett section. The Coopey quarry, which was used for the Bridal Veil section was shot by the use of down holes at the top of the face and lifters. Drilling was done with 5 jackhammers operating from a 320 c.f. compressor. The cost of drilling and shooting at this quarry was $0.19 per cu. yd. The material was loaded with a 2-yard shovel and handled on the dump with RD-8 cat and dozer. The shovel loading averaged 82½ cu. yds. per hour. As the rock broke rather large, the hauling road along the dike was very rough and the 6-yard turcks averaged only 7.2 cu. yds. per hour on an average haul of 1.17 miles.

The contractor attempted to drill the Corbett quarry with a Kirk-Hillman special quarry drill of the well drill type. The rock was very hard, and the penetration was from 6 inches to 30 inches per hour instead of the 5 feet which this equipment was supposed to drill. After several holes were drilled and various bits and tools lost, this method was abandoned. The quarry was then shot by coyote holes and broke to 8"-0" with a few large boulders which were blockholed. The cost of drilling and shooting was $0.32 per cu. yd. The cost was increased $0.10 per yard by the experimental use of the well drill. The shovel loading averaged 92.6 cu. yd. per hour, and the trucks averaged 8.2 cu. yds. per hour on a 1.21 mile average haul.

Morrison-Knudsen's loss on this contract was due to their large overhead costs and to the experimental use of the well drill which increased the drilling costs by $8,000. The pay quantities of the rock excavation were the ground measurements at the quarries, and the approximate 40% swell of the material after shooting increased loading, handling and hauling costs.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

Analysis of Hauling Costs
E. Unit, Troutdale-Corbett & Bridal Veil-Benson Park, Columbia River Highway
Contract No. 2205
Morrison-Knudsen, Contractors
Taylor Bros., Sub-Contractors

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Troutdale-Corbett						
Truck Haul	$35,549.37	19,455.4	Yd. Mi.	$0.34	$0.13	$13,521.69
Bridal Veil-Benson Park						
Truck Haul	9,568.87	22,782.9	Yd. Mi.	0.42	0.14	3,189.61
						$16,711.30
	$45,118.24					

Total Cost	$45,118.24	
Gross Revenue	16,711.30	
Net Loss	$28,409.99	= 170.0% of Gross Revenue

Share of Loss Assumed by Taylor Trucking Co.	$5,686.44
" " " " " Bonding Co.	15,500.00
" " " " " Morrison-Knudsen	7,223.55
Net Loss	$28,409.99

Analysis of Hauling Costs
Troutdale-Corbett & Bridal Veil-Benson Park

Detail of Cost

Labor:			
Supervision (Wm. Taylor)		$1,300.00	
Labor		13,862.29	
Insurance		1,516.23	$16,678.52
Equipment Rental & Misc. Supplies:			
Owned Truck Rental (Including Tires + Repairs)		$13,332.50	
Hired " "		2,767.25	
Gas, Oil and Grease		7,515.78	
Misc. Supplies		354.29	
Bond		167.11	
Overhead 3% of Gross Revenue		506.49	24,643.37
Taylor Bros. Cost			$41,321.89
Morrison-Knudsen Costs:			
Equipment Rental	$1,100.00		
Overhead	2,696.35		3,796.35
Total Cost			$45,118.24
Cost Assumed by Taylor Bros.			$23,397.74
" " " Bonding Company			15,500.00
" " " Morrison-Knudsen			7,220.50
Total Cost			$45,118.24

E. Unit, Troutdale-Corbett & Bridal Veil-Benson Park

Analysis of Hauling Costs

REMARKS:

The truck hauling for the solid excavation was subbed to the Taylor Bros. Trucking Company at the contractor's bid prices. The sub-contractor used 6-yard trucks of various makes and ages. These trucks should have produced a gross revenue of at least $3.00 per hour on this type of hauling; whereas, the actual revenue averaged only $1.28 per hour. The payment for excavation was based on the ground measurement at the quarries, and the large swell of about 40% greatly increased the hauling cost. The rock from the Coopey quarry broke in rather large sizes without many fines, thus making an unusually rough hauling road on the top of the toe embankment. The trucks hauled at very low rates of speed, and repair and tire costs alone averaged $0.65 per hour.

The sub-contractor was also required to maintain the haul road which required two hand laborers per day. He also operated a Petrol Blade and used a turntable for turning trucks on the dike.

The large loss on the hauling was absorbed by the sub-contractor, his bonding company, and the loss in excess of the bond was absorbed by the Morrison-Knudsen Company.

F. H. Clymer
Cost Analyst

By. . . V. R. Jones

Form B-30—Revised—30M—1-40

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JUL [illegible]
FOR FILING

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 14, 1940

248-B-1

Subject: Railroad Conduit at Corbett Quarry

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In compliance with your recent telephone request, I have talked to Mr. H. J. Roberts of the Union Pacific Railroad concerning conduit for telephone signal service and telegraph wires at Corbett Quarry.

Morrison-Knudsen had suggested to you that the state buy the conduit in place for $400 or $500 in order that our next contractor would not have to take care of these facilities.

Mr. Roberts, after consulting with their signal man, said the railroad preferred that their telephone and signal service be put back on the poles along the south side of the track. They do not like to leave this service in conduit along the rails for any longer period than absolutely necessary. The Western Union have placed their wires back on their poles along the north side of the tracks. Western Union and the railroad company both think that it may be possible for our next contractor to notify them concerning the shooting and to pay for patrolling their lines and avoid having to put the lines back in conduit.

Of course, if they have very much trouble, they will require the contractor to protect them with conduit again during the progress of the job. In any case, the railroad is unwilling to leave their signal service in the present conduit for another year.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC Carl Peterson

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MAY 15 1940
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248-B-1

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OCT 16 1940
FOR FILING

FORM I.O.C.

Copies to:

☐ Boise
☐ ______
☐ ______
☐ Los Angeles
☐ ______
☐ ______
☐ ______

M-K COMPANIES

INTER-OFFICE CORRESPONDENCE

NOTED
State Highway Engineer

SUBJECT

FROM C. R. Shinn

TO Mr. J. M. Swan
Boise, Idaho

DATE May 11, 1940

When you return to Portland to go to Vancouver, will you bring along the two railroad bills that involve the Western Union in connection with the change of the railroad telegraph wires.

I took this subject up with the office engineer of the State Highway Commission at Salem yesterday due to the fact that neither Mr. Baldock nor Mr. Smith were in and Mr. Probert informed me that possibly they might allow us something for this cost.

That is the reason for wanting these particular bills.

Yours truly,

C. R. Shinn

C. R. Shinn

CRS:JM

AM —
Can you locate these, [illegible]
CWJ

CRS —
These are probably what you want —
CWJ

#2205

248-B-1

May 11, 1940

Morrison-Knudsen Company, Inc.
General Contractors
319 Broadway
Boise, Idaho

Attention: A. H. Baer

Gentlemen:

This acknowledges receipt of your letter of May 6 inclosing notices from the Christensen Oil Company and the Oregon Parts Company to the effect that their claims against you and Taylor Brothers have been paid in full.

I wish to thank you for this information. I am correcting the records of this job in accordance therewith.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
McFarland
BY SECRETARY

Morrison-Knudsen Company, Inc.
GENERAL CONTRACTORS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

M. H. KNUDSEN, PRESIDENT
H. W. MORRISON, VICE-PRES. & MGR.
W. H. PUCKETT, VICE-PRES.

C. R. SHINN, GEN'L SUPT.
C. W. JOSLYN, SECRETARY
R. E. HERRICK, PURCHASING AGT.

May 6th, 1940.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Re - State Highway Contract #2205.

With reference to your notification of May 2nd to the Pacific Indemnity Company at Portland, with copy to us here at Boise, concerning claims filed by the Christenson Oil Company and the Oregon Parts Company:-

Both the Companies in question were settled with on April 29th, and releases obtained from them. Copy of each release is sent you herewith. The claims were probably prepared and mailed to Salem prior to the settlements.

As you were informed in our Mr. Zapp's letter of May 2nd from Portland, all known accounts against the subcontractor have been paid, with the exception of two small amounts. We are in touch with these two companies and trust to effect settlement shortly.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

By A. H. Baer
A. H. Baer.

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of \$$150^{05}$ in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 30th day of April, 1940.

Christian Ort

J M Whelan

Witness:

W H Baer

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $ 149.79 in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 30th day of April, 1940.

Oregon Paste Co

J. Keuler V.P.

Witness:

RECEIVED
MAY 10 1940
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248-B-1

#2205

May 9, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of May 7 enclosing copy of an amended notice of claim by P. L. Crooks & Company in the sum of $360.00 against Morrison-Knudsen Company in connection with the performance of State Highway Contract No. 2205, East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

I In accordance with our usual practice, we have made note of this amended claim in our records of this job and will see that the surety and contractor are notified of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:[illegible]

May 9, 1940

PACIFIC INDEMNITY COMPANY
J. E. Finke, Local Agent
Yeon Building
Portland, Oregon

Gentlemen:

We hand you herewith copy of an amended notice of claim, received from the Secretary of State, against Morrison-Knudsen Company, in the amount of $360.80, filed by P. L. Crooks & Company, Inc., in connection with State Highway Contract No. 2205.

Please give this your usual attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Morrison-Knudsen Company
Boise, Idaho

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 8 - 19

May 7, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information, a copy of an amended notice of claim by P. L. Crooks & Co. Inc. for $360.80 against the bond taken from Morrison-Knudsen Company, principal, and Pacific Indemnity Co., surety, for work on the Columbia River Highway.

The original notice of claim was filed in this office on April 17th.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
enc.

COPY

Amended notice of Claim

P. L. CROOKS & CO. INC.
2145 N. W. Pettygrove St.
Portland Oregon

May 6th 1940

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby duly given that the undersigned, P. L. CROOKS & CO. INC., have a claim for rental and repairs of equipment used on State of Oregon Highway Commission contract - East Unit - Troutdale - Corbett Section and Bridal Veil-Benson Park Section of the Columbia River Highway in Multnomah County - Contractor Morrison-Knudsen Company - Sub-contractor Taylor Bros. Company, in the sum of THREE HUNDRED SIXTY DOLLARS AND EIGHTY CENTS ($360.80), for which sum we hereby make claim against the bond taken from the Pacific Indemnity Company, for the work above mentioned.

Yours very truly,

P. L. CROOKS & CO., INC.

By P. L. Crooks
PRESIDENT-TREASURER

State of Oregon)
County of Multnomah) ss

I, P. L Crooks, having been first duly sworn on oath, do hereby depose and say: that I am President-Treasurer, of the claimant named in the above bill, that the said claim of $360.80 is true and correct, that the services or materials therein mentioned were actually rendered or furnished as herein charged; and that said claim, or any part thereof, has not been paid.

P. L. CROOKS

Subscribed and sworn to before me this 6th day of May, 1940
(SEAL)

LILLIAN M. NEFF
Notary Public for Oregon

My commission expires 12/8/43

248 B1, C1
2205

May 7, 1940

Pacific Indemnity Company,
J. E. Finke, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2205, for the construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Section of the Columbia River Highway in Multnomah County, has been completed by the contractors, Morrison-Knudsen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 17, 1940.

The State has been advised of the following claims against this contract: Christensen Oil Co. $150.05; and Oregon Parts Co. $ 170.54, both claims being against Taylor Bros., sub contractors. You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $85,286.88, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

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#2205

May 7, 1940

Mr. Carroll F. Zapp
c/o Morrison-Knudsen Company, Inc.
319 Broadway,
Boise, Idaho.

Dear Sir:

This acknowledges receipt of your letter of May 2 inclosing releases of certain claims filed against Morrison-Knudsen Company, Inc., and the Pacific Indemnity Company, surety on the bond covering the contract for the East Unit, Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, Oregon State Highway Contract No. 2205, which claims were particularly filed against your subcontractor, Taylor Brothers.

I wish to thank you for these releases. We shall correct our records concerning this job in accordance therewith.

Very truly yours,

HBG:AB

Secretary

#2205

Morrison-Knudsen Company, Inc.
GENERAL CONTRACTORS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

May 2, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Herewith enclosed are releases obtained from the following firms which have filed claims against Morrison-Knudsen Company, Inc. and the Pacific Indemnity Company, surety on the bond executed by us on the East Unit, Corbett and Bridal Veil, Benson Park Section of the Columbia River Highway, your contract No. 2205:

Wentworth & Irwin, Inc. (Repairs)	$ 2,530.66
Wentworth & Irwin, Inc. (Rental)	1,413.38
Mike M. Di Cicco	400.00
Ted Brown (Assigned to Ray Grimshaw)	438.35
Ray Grimshaw	5,025.63
Isaacson Iron Works	351.99
Truck Wrecking Company	433.32

All of these claimants have been paid in accordance with the enclosed releases.

As stated to you in our conversation in your office at Salem, Monday, April 29, there is still outstanding and unpaid the claim of:

P. L. Crooks & Co., Inc. amounting to $ 360.80

Negotiations are under way at the present time in settlement of this claim and undoubtedly a settlement will be made very shortly.

Yours very truly,

Carroll F. Zapp

CARROLL F. ZAPP

CFZ:JM

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $2530.66 in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 2nd day of May, 1940.

WENTWORTH & IRWIN, INC.

By L. R. Bragdon
Gen Mgr

Witness:

A.W. Baer

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $2530.66 in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 2nd day of May, 1940.

WENTWORTH & IRWIN, INC.

By L. R. Bragdon

Cr Mgr

Witness:

A. W. Kaer

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $2530.66 in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 2nd day of May, 1940.

WENTWORTH & IRWIN, INC.

By L. R. Bragdon
Gen Mgr

Witness:

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $ 1412.38 in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 30th day of April, 1940.

Wentworth & Irwin, Inc.

By L. R. Drayton

Cr. Mgr.

Witness:

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $ 400.00/100 in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 2nd day of May ~~April~~, 1940.

Witness:

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $ 438 35/100 in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 27th day of April, 1940.

Ted Brown

Ray [illegible]

Witness:

J B Sharkey

G.E. Holtberg

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $5025.63 in full payment of the account due and owing from Taylor Bros. to the Undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros. and/or Pacific Indemnity Company. Executed in triplicate this 27th day of April, 1940.

Roy Greenhaw

Witness: A. W. Lees

RECEIPT AND RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC. the sum of $ 351.99 in full payment of the account due and owing from Taylor Bros. to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939 between said Taylor Bros. and Morrison-Knudsen Company, Inc. for the construction of certain portions of the East Unit Troutdale - Corbett and Bridal Veil - Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 27th day of April, 1940.

Isaacson Iron Works

By. D. R. Isaacson
Secretary

Witness:

W. V. Baer

RECEIPT and RELEASE

Received of MORRISON-KNUDSEN COMPANY, INC., the sum of $433.32 in full payment of the account due and owing from Taylor Bro., to the undersigned for materials, and/or supplies, and/or services furnished by undersigned and used by said Taylor Bros. in the performance of that certain subcontract dated September 25, 1939, between said Taylor Bros. and Morrison-Knudsen Company, Inc., for the construction of certain portions of the East Unit Troutdale-Corbett and Bridal Veil-Benson Park Section of the Columbia River Highway which said Morrison-Knudsen Company, Inc. agreed to construct for Oregon State Highway Commission under Contract No. 2205.

In consideration of said payment, the undersigned does also hereby forever release and discharge said Morrison-Knudsen Company, Inc., Taylor Bros. and State of Oregon Highway Commission from any and all debts, demands, liens and claims which undersigned now has or may hereafter acquire against any of said persons, firms or corporations and the State of Oregon Highway Commission, arising out of the furnishing of said materials, and/or supplies, and/or services as aforesaid.

Undersigned also hereby withdraws any claim heretofore filed by him with the State of Oregon against Morrison-Knudsen Company, Inc., and/or Taylor Bros., and/or Pacific Indemnity Company. Executed in triplicate this 30th day of April, 1940.

TRUCK WRECKING COMPANY

By J. Wallace [illegible]
Vice-President

Witness:
Lucille Gay Wallace
Pauline S. Carlstrom

RECEIVED

#2205

248-B-1

May 3, 1940

Mr. Will H. Masters
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of April 26, enclosing a copy of each of two notices of claim against Morrison-Knudsen Company in connection with State Highway Contract No. 2205, being the claims of Christenson Oil Company and Oregon Parts Company. We have made note of these claims in our records of this job, and will handle them according to our usual practice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER 6381
PORTLAND, OREGON

RECEIVED
MAY 1 - 1940
[illegible]
STATE HIGHWAY COMMISSION

April 26, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed please find claims of Christenson Oil Company and Oregon Parts Co. against the bond of Morrison-Knudsen.

Kindly file the same, and oblige.

Yours truly,

WHM:AG
Encl.

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN, that the undersigned, Theo. Christenson, doing business as Christenson Oil Company, has a claim against Taylor Bros., sub-contractors under Morrison-Knudsen, in the sum of $150.05. Said claim is for lubricating oils and greases furnished to said Taylor Bros. trucks, and which was used and consumed in the construction of the East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, in Multnomah County, Oregon, under State Contract No. 2205 with Morrison-Knudsen, which claim is also against the bond taken from Morrison-Knudsen and Pacific Indemnity Company for the construction of said East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway in Multnomah County, Oregon.

CHRISTENSON OIL COMPANY
By Theo Christenson

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, THEO. CHRISTENSON, being first duly sworn, depose and say that I am the owner of Christenson Oil Company named in the above notice; and that the foregoing notice is true as I verily believe.

Theo Christenson

Subscribed and sworn to before me this 22 day of April, 1940.

F. J. Hodapp
Notary Public for Oregon.

My Commission expires:
NOTARY PUBLIC FOR STATE OF OREGON
MY COMMISSION EXPIRES JAN. 5, 1944

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, OREGON PARTS CO., a corporation organized and existing under and by virtue of the laws of the State of Oregon, has a claim against Taylor Bros., sub-contractors under Morrison-Knudsen, in the sum of $170.54. Said claim was for materials furnished to said Taylor Bros. trucks for repairs to said trucks, and which was used and consumed in the construction of the East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, in Multnomah County, Oregon, under State Contract No. 2205 with Morrison-Knudsen, which claim is also against the bond taken from Morrison-Knudsen and Pacific Indemnity Company for the construction of said East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway in Multnomah County, Oregon.

OREGON PARTS CO.
By Marie Miller
Secretary

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, MARIE MILLER, being first duly sworn, depose and say that I am Secretary of Oregon Parts Co. named in the above notice; and that the foregoing notice is true as I verily believe.

Marie Miller

Subscribed and sworn to before me this 13th day of April, 1940.

Notary Public for Oregon.
My Commission expires Oct. 5, 1943.

#2205

248-B-1

May 2, 1940.

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 1, enclosing three copies each of two notices of claim, one by Christenson Oil Company in the amount of $150.05 and one by Oregon Parts Company, in the amount of $170.54, against Morrison-Knudsen, in connection with work on State Highway Contract No. 2205, East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, in Multnomah County.

We have made note of these claims in our records of this job and are today forwarding to the contractor and his surety copies of the notices thereof.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

May 2, 1940

PACIFIC INDEMNITY COMPANY
J. L. Finke, Local Agent
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of each of two notices of claim against Morrison-Knudsen Company,- one by Christenson Oil Company in the amount of $150.05 and one by Oregon Parts Company in the amount of $170.54, in connection with State Highway Contract No. 2205, East Unit of the Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

Inasmuch as you are surety for the contractor on this job, we enclose, for your information, a copy of each of these notices of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - Morrison-Knudsen Company
Boise, Idaho

#2205

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 2 - 1940
STATE HIGHWAY COMMISSION

May 1, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies each of notices of claim by Christenson Oil Company for $150.05 and Oregon Parts Company for $170.54 against the bond taken from Morrison-Knudsen, principal, and Pacific Indemnity Company, surety, for work on the East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, which were received from Will H. Masters, Portland, and filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

C.Fm
enc. 6

TO THE SECRETARY OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, OREGON PARTS CO., a corporation organized and existing under and by virtue of the laws of the State of Oregon, has a claim against Taylor Bros., sub-contractors under Morrison-Knudsen, in the sum of $170.54. Said claim was for materials furnished to said Taylor Bros. trucks for repairs to said trucks, and which was used and consumed in the construction of the East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, In Multnomah County, Oregon, under State Contract No. 2205 with Morrison-Knudsen, which claim is also against the bond taken from Morrison-Knudsen and Pacific Indemnity Company for the construction of said East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway in Multnomah County, Oregon.

OREGON PARTS CO.

By MARIE MILLER

Secretary

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, MARIE MILLER, being first duly sworn, depose and say that I am Secretary of Oregon Parts Co. named in the above notice; and that the foregoing notice is true as I verily believe.

MARIE MILLER

Subscribed and sworn to before me this 13th day of April, 1940.

(SEAL)

W. H. MASTERS

Notary Public for Oregon.

My commission expires Oct. 5, 1943.

Endorsed: File No. 2904
Filed May 1, 1940
EARL SNELL, Secretary of State

COPY

TO THE SECRETARY OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN, that the undersigned, Theo. Christenson, doing business as Christenson Oil Company, has a claim against Taylor Bros. sub-contractors under Morrison-Knudsen, in the sum of $150.05. Said claim is for lubricating oils and greases furnished to said Taylor Bros. trucks, and which was used and consumed in the construction of the East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, in Multnomah County, Oregon, under State Contract No. 2205 with Morrison-Knudsen, which claim is also against the bond taken from Morrison-Knudsen and Pacific Indemnity Company for the construction of said East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway in Multnomah County, Oregon.

CHRISTENSON OIL COMPANY

By Theo Christenson

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, THEO. CHRISTENSON, being first duly sworn, depose and say that I am the owner of Christenson Oil Company named in the above notice; and that the foregoing notice is true as I verily believe

THEO CHRISTENSON

Subscribed and sworn to before me this 22 day of April, 1940.

(SEAL)

F. X. HODAPP

Notary Public for Oregon

My Commission expires Jan. 5, 1944.

Endorsed: File No. 2903
Filed May 1, 1940
EARL SNELL
Secretary of State

RECEIVED
APR 30
FOR [illegible]

248-B-1

April 29, 1940

Pacific Indemnity Company,
J. E. Finke, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Morrison-Knudsen Company on Contract No. 2205, for the construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Section of the Columbia River Highway in Multnomah County. This payment will be made on or after May 9, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
APR 22 1940
FOR FIL

248-B-1

#2205

April 19, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of April 18 inclosing copies of claims which have been filed by Ray Grimshaw against the bond taken from Morrison-Knudsen Company in connection with its contract with the State Highway Commission, No. 2205, for construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

In accordance with our usual practice we are today notifying the surety and the contractor that the claims have been filed.

Very truly yours,

Secretary

HBG:AM

April 19, 1940

Pacific Indemnity Company
J. E. Finke, Agent
Yeon Building
Portland, Oregon

Gentlemen:

I am handing you herewith copies of two claims that have been filed with the Secretary of State by Ray Grimshaw against the bond taken from Morrison-Knudsen Company in connection with state highway contract No. 2205 which is for construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the Morrison-Knudsen Company in connection with the above-mentioned contract.

Very truly yours,

Secretary

HBG:AM

cc - Morrison-Knudsen Company
Boise, Idaho

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 18, 1940

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information, three copies each of two notices of claim by Ray Grimshaw for $428.39 and $5305.63 against the bond taken from Morrison-Knudsen Company, principal, and Pacific Indemnity Company, surety, for work on the East Unit Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, contract No. 2205, which were received and filed in this office today.

Please acknowledge receipt of the copies in order that our files may be completed.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 6

COPY

TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON

Notice is hereby given that the undersigned, RAY GRIMSHAW, has a claim for labor and materials, consisting of the installation of and furnishing of tires, tubes, batteries, and tire and tube repairs in the sum of $428.39, against the bond taken from Morrison-Knudsen Co. and the Pacific Indemnity Company for the work of grading and constructing a highway, known as State Highway Contract No. 2205, being the East Unit Troutdale-Corbett and Bridal Veil sections of the Columbia River Highway in Multnomah County, being 4.13 miles of grading, said work being done by Ted Brown, sub-contractor of Morrison-Knudsen Co.

DATED this -- day of April, 1940.

RAY GRIMSHAW
Ray Grimshaw

STATE OF OREGON,) ss.
County of Multnomah)

I, Ray Grimshaw, being first duly sworn on oath depose and say that I am the person making the above claim, and that the said claim is true as I verily believe.

RAY GRIMSHAW

Subscribed and sworn to before me this 18th day of April, 1940.

J. B. SHARKEY
Notary Public for Oregon

(SEAL)

My commission expires My commission expires December 7, 1943.

Endorsed: File No. 2902
Filed April 18, 1940
EARL SNELL
Secretary of State

TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON

Notice is hereby given that the undersigned, RAY GRIMSHAW, has a claim for labor and materials, consisting of the installation of and furnishing of tires, tubes, batteries, and tire and tube repairs in the sum of $5305.63, against the bond taken from Morrison-Knudsen Co. and the Pacific Indemnity Co. for the work of grading and constructing a highway, known as State Highway Contract No. 2205, being the East Unit Troutdale-Corbett and Bridal Veil sections of the Columbia River Highway in Multnomah County, being 4.13 miles of grading, said work being done by Taylor Brothers and or William Taylor, sub-contractor of Morrison-Knudsen Co.

DATED this - - day of April, 1940.

RAY GRIMSHAW
Ray Grimshaw

STATE OF OREGON,)
) ss.
County of Multnomah)

I, Ray Grimshaw, being first duly sworn on oath depose and say that I am the person making the above claim, and that the said claim is true as I verily believe.

RAY GRIMSHAW

Subscribed and sworn to before me this 18th day of April, 1940.

J. B. SHARKEY
Notary Public for Oregon
My commission expires December 7, 1943.

(SEAL)

Endorsed: File No. 2901
Filed April 18, 1940
EARL SNELL
Secretary of State

RECEIVED
APR 19 1940
FOR

#2205

248-B-1

April 18, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of April 17 with copies of a claim attached which has been filed by P. L. Crooks & Company against the bond taken from Morrison-Knudsen Company in connection with state highway contract No. 2205 which is for construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

It is noted that you refer to the bonding company as being the Fidelity & Deposit Company of Maryland. Our records disclose that the surety on the bond furnished by Morrison-Knudsen Company in connection with the above-mentioned contract is the Pacific Indemnity Company for whom J. E. Finke is local agent with offices in the Yeon Building, Portland.

In accordance with our usual practice we are today forwarding copies of the claim to the surety and the contractor.

Very truly yours,

HBG:AM

Secretary

April 18, 1940

Pacific Indemnity Company
J. E. Fiske, Local Agent
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by P. L. Crooks and Company, Inc., against the bond taken from Morrison-Knudsen Company in connection with state highway contract No. 2205 which is for construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Morrison-Knudsen Company in connection with the above-mentioned contract.

Very truly yours,

Secretary

HBG:AM

cc - Morrison-Knudsen Co.
Boise, Idaho

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 17, 1940

Oregon State Highway Commission
Salem, Oregon

1205

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by P. L. Crooks & Co. Inc. for $360.80 against the bond taken from Morrison-Knudsen Company, principal, and Fidelity & Deposit Company of Maryland, surety, for work on the East Unit - Troutdale-Corbett Section and Bridal Veil-Benson Park section of the Columbia River Highway, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]

S:E.
encs.3

P. L. CROOKS & CO., INC.

EQUIPMENT AND SUPPLIES

DISTRIBUTORS

COLUMBIA

EXPLOSIVES

2145 N. W. Pettygrove St.

Portland, Oregon

April 15th, 1940

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby duly given that the undersigned P. L. CROOKS & CO., INC., have a claim for rental and repairs of equipment used on State of Oregon Highway Commission Contract-East Unit - Troutdale-Corbett Section and Bridal Veil-Benson Park Section of the Columbia River Highway in Multnomah County - Contractor Morrison-Knudsen Company - Sub-contractor Taylor Bros. Company, in the sum of THREE HUNDRED SIXTY DOLLARS AND EIGHTY CENTS ($360.80), for which sum we hereby make claim against the bond taken from the Fidelity & Deposit Company of Maryland - for the work above mentioned.

Yours very truly

P. L. CROOKS & CO., INC.,

By P. L. CROOKS
PRES-TREAS.

State of Oregon
County of Multnomah } ss

I, P. L. Crooks , having been first duly sworn on oath, do hereby depose and say: That I am President-Treasurer, of the claimant named in the above bill, that the said claim of $360.80 is true and correct; that the services or materials therein mentioned were actually rendered or furnished as herein charged; and that said claim, or any part thereof, has not been paid.

P. L. CROOKS

(SEAL)
Subscribed and sworn to before me this 16th day of April, 1940

LILLIAN W. NEFF
Notary Public for Oregon

My commission expires 12/8/43

ENDORSED
FILE NO. 2900
FILED, April 17, 1940
EARL SNELL, Secretary of State

#2205

FU

218-12-1

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 16, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

Referring to my letter of April 12th, the name of the vice president of the Truck Wrecking Company signing their notice of claim is Abraham Asher. As we were unable to read the signature on the claim, the name was left blank on the copies forwarded to you.

Very truly yours,

Earl Snell
Secretary of State

S

REFERRED TO
BY SECRETARY

correct your files

#2205

RECEIVED
APR 13 1940
FOR FI

248-13-1

April 13, 1940

Pacific Indemnity Company
J. E. Finke, Local Agent,
Yeon Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a claim which has been filed with the Secretary of State by the Truck Wrecking Company against the bond taken from Morrison-Knudsen Company in connection with state highway contract, No. 2205, which is for construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond taken from Morrison-Knudsen Company in connection with this job.

Very truly yours,

Secretary

HBG:AM

cc - Morrison-Knudsen Co.
Boise, Idaho

April 13, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of April 12 inclosing copies of a claim which has been filed by the Truck Wrecking Company against the bond taken from Morrison-Knudsen Company in connection with state highway contract No. 2205 which is for construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

In accordance with our usual practice, we are today advising the bonding company and the contractor that this claim has been filed.

Very truly yours,

Secretary

HBG:AM

COPY

1001 S. E. Hawthorne
Portland, Oregon

To The:
Honorable Earl Snell,
Secretary of State, and to the
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Truck Wrecking Company, a corporation, has a claim for goods, wares and merchandise consisting of truck parts, etc., in the sum of $508.32 against the bond taken from Morrison-Knudsen Company, as principal, and the Pacific Indemnity Company, surety, in connection with the contract of the Oregon State Highway Commission, No. 2205, for work on the Upper Columbia River Highway, and more particularly described as covering the grading of the east unit of the Troutdale-Corbett and Bridal Veil-Benson Park sections of the Columbia River Highway in Multnomah County, Oregon.

Dated at Portland, Oregon, this 11th day of April, 1940.

TRUCK WRECKING COMPANY,
a corporation

By (Signature illegible)
Vice-President

Endorsed: File 2898
Filed April 12, 1940
EARL SNELL
Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 12, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Truck Wrecking Company for $508.32 against the bond taken from Morrison-Knudsen Company, principal, and Pacific Indemnity Company, surety, for work on the Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S FM
enc. 3

Form E-1—[illegible]

248-B-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 13, 1940

Section East Unit, Troutdale - Corbett A~d Bridal Veil - Benson Park

Kind of work Grading

Highway Columbia River

Section prefix 26-1142

Contractor Morrison - Knudsen Compnay, Inc.

Contract number 2205

Date of contract August 22, 1939

Date of completion March 31, 1940

Date work started August 29, 1939

Estimated date of completion March 30, 1940

Amount of contract $89,930.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $89,930.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, 3,050.00, 3.4 %

Date project was completed March 30, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineer crew worked 4 days on final records and computations.

Final Records will be completed April 15th.

H. A. Stoddart here on F. A. Inspection Wednesday.

NOTED RAY WEBBER

HACKETT

NOTED VAN SCOY

Signed Carl Peterson

Address Troutdale, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.13				
Miles partially completed					
Miles completed	4.13				
Total estimated quantities	125,848				
Estimated quantities moved or placed to date	125,848				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Rain		
Tuesday	Showers		
Wednesday	Rain		
Thursday	Fair		
Friday	Fair		
Saturday	Cloudy		

STATE PRINTING DEPT.

#2205

RECEIVED
APR 13 1940
FOR FILING

245 B-1

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 12, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Wentworth & Irwin Inc. for $1413.38 and $2980.66 against the bond taken from Morrison-Knudsen, principal, and Pacific Indemnity Company, surety, for work on the East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, contract No. 2205, which was received from Will H. Masters, Attorney, Portland, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Secretary of State

E:IM
encs. 3

April 13, 1940

Pacific Indemnity Company
J. E. Fiske, Agent
Yeon Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a notice of claim which has been filed with the Secretary of State by Wentworth & Irwin, Inc., against the bond taken from Morrison-Knudsen Company in connection with state highway contract No. 2205 which is for construction of the East Unit, Troutdale-Corbett Section and Bridal Veil-Benson Park Section of the Columbia River Highway, in Multnomah County.

This is being sent to you inasmuch as you appear surety on the bond furnished by Morrison-Knudsen Company and is for your records and files.

Very truly yours,

HBG:AM

Secretary

cc - Morrison-Knudsen Co.
Boise, Idaho

April 13, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of April 12, 1940, inclosing copies of a claim which has been filed by the Truck Wrecking Company against the bond taken from Morrison-Knudsen Company in connection with state highway contract No. 2205.

In accordance with our usual practice we are today notifying the surety and the contractor that this claim has been filed.

Very truly yours,

Secretary

HBG:AM

COPY

TO THE SECRETARY OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN, That the undersigned, Wentworth & Irwin, Inc., a corporation organized and existing under and by virtue of the laws of the State of Oregon, has a claim for the rental of six trucks to Taylor Bros., subcontractors under Morrison-Knudsen , in the sum of $1,413.38; and has a claim for work, labor and materials furnished to said Taylor Bros., sub-contractors under Morrison-Knudsen, in the sum of $2,980.66, which equipment was used in the construction and which repairs and labor and materials were furnished to said trucks and consumed in the construction and labor and in the construction of the East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, in Multnomah County, Oregon, under State Contract No. 2205 with Morrison-Knudsen; which claim is also against the bond taken from Morrison-Knudsen and Pacific Indemnity Company.

WENTWORTH & IRWIN, INC.

By CHAS. G. IRWIN

Secretary

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, CHAS. G. IRWIN, being first duly sworn, depose and say that I am Secretary of Wentworth & Irwin Inc. named in the above notice; and that the foregoing notice is true as I verily believe.

CHAS. G. IRWIN

Subscribed and sworn to before me this 10th day of April, 1940.

(SEAL)

W. H. MASTERS

Notary Public for Oregon.

My Commission expires Oct. 5, 1943.

Endorsed: File No. 2897
Filed April 12, 1940
EARL SNELL

#2205

RECEIVED
APR 13 1940

248-B-1

6

April 12, 1940

Mr. Will H. Masters
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

Complying with your request of April 11 and with affidavit inclosed therein I am forwarding to you today, under separate cover, a certified copy of state highway contract No. 2205 which was awarded by the State Highway Commission to Morrison-Knudsen Company for grading the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County. The certificate covers both contract and bond which are in the same booklet.

Very truly yours,

HBG:AM

Secretary

April 12, 1940

Pacific Indemnity Company
J. E. Finke, Agent
Yeon Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a claim which has been filed with the State Highway Commission by Wentworth and Irwin, Inc., against Morrison-Knudsen Company in connection with state highway contract No. 2205 which is for grading the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Morrison-Knudsen Company in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Morrison-Knudsen Co.
Boise, Idaho

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER 6381
PORTLAND, OREGON

APR 12 1

April 11, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed please find notice of claim of Wentworth & Irwin, Inc. against Morrison-Knudsen and their bond.

Kindly file the same, and oblige.

Yours truly,

Will H. Masters

WHM:AG
Encl.

ANSWERED
H. B. GLAISYER

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN, That the undersigned, Wentworth & Irwin, Inc., a corporation organized and existing under and by virtue of the laws of the State of Oregon, has a claim for the rental of six trucks to Taylor Bros., sub-contractors under Morrison-Knudsen, in the sum of $1,413.38; and has a claim for work, labor and materials furnished to said Taylor Bros., sub-contractors under Morrison-Knudsen, in the sum of $2,980.66, which equipment was used in the construction, and which repairs and labor and materials were furnished to said trucks and consumed in the construction and labor and in the construction of the East Unit of the Troutdale-Corbett and Bridal Veil Sections of the Columbia River Highway, in Multnomah County, Oregon, under State Contract No. 2205 with Morrison-Knudsen; which claim is also against the bond taken from Morrison-Knudsen and Pacific Indemnity Company.

That Wentworth & Irwin, Inc. hereby requests a certified copy of said contract between the State of Oregon and Morrison-Knudsen, acting by and through the State Highway Commission; and a certified copy of said bond.

WENTWORTH & IRWIN, INC.,

By Chas G Irwin

Secretary.

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, CHAS. G. IRWIN, being first duly sworn, depose and say that I am Secretary of Wentworth & Irwin, Inc., and that the foregoing Notice is true as I verily believe.

Chas G Irwin

Subscribed and sworn to before me this 10th day of April, 1940.

W. A. Masters

Notary Public for Oregon.
My Commission expires: Oct 5, 1943

RECEIVED
APR 10 1940
FOR FILING

248-B-1

April 8, 1940

Mr. Abraham Asher,
1022-25 Corbett Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of April 6 with further reference to Morrison-Knudsen Company's contract No. 2205 for work on the Upper Columbia River Highway.

The information given you in our previous letter is correct. The project is properly described therein and further check reveals that the Pacific Indemnity Company wrote the contract bond which Morrison-Knudsen Company furnished the State.

It is our understanding that Morrison-Knudsen Company subcontracted a portion of the work to a partnership known as Taylor Bros. and that in connection with such subcontract Taylor Bros. were required to furnish Morrison-Knudsen Company a surety bond as protection against claims incurred by Taylor Bros. We have no authentic information as to what company wrote this bond but believe that it was written by the Glens Falls Indemnity Company. Our dealings are entirely with the original contractor, Morrison-Knudsen Company, whom we hold responsible for the satisfactory completion of the work and for the payment of claims incurred in connection therewith, whether incurred by Morrison-Knudsen Company or by the subcontractor.

I trust that the foregoing is the information that you desire.

Yours very truly,

HBG:MC

Secretary

[illegible] urnished by Mor[illegible]on-Knudsen Co. in connection with Cont. #2205 - E. Unit, Troutdale-Corbett and [illegible]idal Veil-Benson Park Sect. was written by the Pacific Indemnity Co., J. E. Finke, Agent, Yeon Bldg. Portland.

We understand that Taylor Bros. who subbed the hauling from Morrison-Knudsen furnished them with a bond written by the Glens Falls Indemnity Company. Due to the fact that we have no dealings with the various subs we cannot advise them further.

J. McF.

T BUILDING
PORTLAND, OREGON

April 6, 1940

n

Attention Mr. H. B. Glaisyer

Gentlemen: Re: Morrison-Knudsen Company

Thank you for your kind favor of the 5th. We appreciate your cooperation in giving us the information.

With respect to the second paragraph of your communication giving us contract No. 2205 covering grading of the East Unit of the Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway and advising that the bond furnished by the Morrison-Knudsen Company was written by the Pacific Indemnity Company - we are somewhat at a loss to understand this and we desire to be advised specifically in order to set forth in our notice the correct contract upon which the material was furnished by our client and the proper bonding company.

We represent the Truck Wrecking Company of Portland who furnished material on the Morrison-Knudsen job at Corbett, Oregon amounting to $508.32 between October 4, and December 11, 1939 and we were advised that the Glen Falls Indemnity Company had furnished bond to the Morrison-Knudsen Company. It may be that there are a number of operations and contracts performed by Morrison-Knudsen Company and we would appreciate being advised definitely as to the designated name of the contract and also the correct bonding company.

Your cooperation will be very much appreciated.

Very truly yours,

ABRAHAM ASHER

1/CS

ANSWERED
H. B. GLAISYER

LAW OFFICES
ABRAHAM ASHER

ABRAHAM ASHER
ADOLF A. ASHER
M. D. SUSSMAN

1022-25 CORBETT BUILDING
PORTLAND, OREGON

April 6, 1940

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen: Re: Morrison-Knudsen Company

Thank you for your kind favor of the 5th. We appreciate your cooperation in giving us the information.

With respect to the second paragraph of your communication giving us contract No. 2205 covering grading of the East Unit of the Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway and advising that the bond furnished by the Morrison-Knudsen Company was written by the Pacific Indemnity Company - we are somewhat at a loss to understand this and we desire to be advised specifically in order to set forth in our notice the correct contract upon which the material was furnished by our client and the proper bonding company.

We represent the Truck Wrecking Company of Portland who furnished material on the Morrison-Knudsen job at Corbett, Oregon amounting to $508.32 between October 4, and December 11, 1939 and we were advised that the Glen Falls Indemnity Company had furnished bond to the Morrison-Knudsen Company. It may be that there are a number of operations and contracts performed by Morrison-Knudsen Company and we would appreciate being advised definitely as to the designated name of the contract and also the correct bonding company.

Your cooperation will be very much appreciated.

Very truly yours,

ABRAHAM ASHER

1/CS

ANSWERED
H. B. GLAISYER

248-B-1

April 5, 1940

Mr. Abraham Asher
1022-25 Corbett Bldg.
Portland, Oregon

Dear Sir:

Reference is made to your letter of April 3 directed to the Honorable Earl Snell, Secretary of State, relative to the claim of the Truck Wrecking Company versus Taylor Brothers, subcontractors under Morrison-Knudsen Company, Inc., who have a contract with the State Highway Commission for highway construction between Corbett and Troutdale.

The contract to which you refer is designated as state highway contract No. 2205 and covers the grading of the East Unit of the Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

The bond furnished by Morrison-Knudsen Company in connection with this work was written by the Pacific Indemnity Company for whom J. E. Finke is local agent with offices in the Yeon Building, Portland.

For your ready reference I am inclosing a mimeographed copy of Chapter 517, Oregon Laws, 1939, from which you will be able to ascertain whether or not an itemized statement of the claim should be furnished in connection with your filing of the claim with the Secretary of State.

Very truly yours,

HBG:AM

Secretary

LAW OFFICES
ABRAHAM ASHER

ABRAHAM ASHER
ADOLF A. ASHER
M. D. SUSSMAN

1022-25 CORBETT BUILDING
PORTLAND, OREGON

April 3, 1940

Earl Snell, Esq.
Secretary of State
Salem, Oregon

Dear Sir: Re: Truck Wrecking Co.
vs. Taylor Bros.

We are attorneys representing the Truck Wrecking Co. who has a claim against Taylor Bros., contractors for Morrison-Knudsen Company, Inc. for material furnished on the Morrison-Knudsen job at the Corbett-Troutdale section of the Columbia River Highway.

We are desirous of giving your office notice with respect to the claim and would appreciate being furnished the name of the original contractor, the name of the bonding company and the designated name of the job so that we can comply with the statute with respect to notice.

Advise whether it is necessary in furnishing your department with a notice, to attach an itemized statement of the material that was furnished.

Your cooperation will be very much appreciated.

Very truly yours,

ABRAHAM ASHER

ANSWERED
H. B. GLAISYER

1/CS

Respectfully referred to State Highway Commission

STATE DEPARTMENT

March 29, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired for the East Unit, Troutdale-Corbett Station Section, Project No. FA 248-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/GS

RECEIVED
JUL 19 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 20, 1940

MAR 21 [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 248-B (1), the East Unit, Troutdale-Corbett section of the Columbia River Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

It is requested that the total funds be segregated in a manner corresponding to the division in the Federal Aid funds when the project agreement estimate is submitted.

Jack -
Is this OK?

We have corrected the estimate to show the War Department contract ending at Sta. 730+80 instead of 637+00, and the length as 2.541 miles instead of 2.124.

We have not received the right of way certificates for the portion of this section Sta. 615 to 637, and suggest that the certificate be submitted in order to avoid delay in the award of the contract.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

March 19, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

While negotiations for right of way are in progress on the East Unit, Troutdale-Corbett Station Section, Project No. FA 248-B (1), one parcel has not been acquired nor has the right to occupy and use said parcel been secured, but it is now believed that the right of way can be made fully available within ten (10) days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Oregon State Highway Department Federal Aid Project No. 248-B (1)

EAST UNIT, TROUTDALE-CORBETT SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 14, 1939

State Contract No. 2205 (Sta. 637+00 to 749+10)

All Required		Clearing and Grubbing	$ - -	$ 2,500.00
20,000	cu. yds.	Common Excavation	.25	5,000.00
95,000	cu. yds.	Solid Rock Excavation	.52	49,400.00
115,000	yd. mi.	Truck Haul	.13	14,950.00
All Required		Moving Platform and Trestle at Undercrossing		1,500.00
66	rods	Fence Construction	5.00	330.00
				$ 73,680.00

U. S. War Department Contract (Sta. 615+00 to 637+00) (Hydraulic Embankment) (Estimated Prices)

1,075,000	cu. yds.	Highway Embankment in Place	$ .06	$ 64,500.00
314	cu. yds.	Culvert Excavation	1.00	314.00
1,484	lin. ft.	18" Corr. Iron Pipe, Protected Invert	2.00	2,968.00
1,626	lin. ft.	24" Corr. Iron Pipe, Protected Invert	3.00	4,878.00
146	lin. ft.	30" Corr. Iron Pipe, Protected Invert	4.00	584.00
				$ 73,244.00

Work to Be Performed by the Union Pacific Company

All Required	Construct Hauling Road Trestle (Sta. 749+10)	$ 1,500.00
	Subtotal	$ 148,424.00
	10% Engr. & Cont.	14,842.40
	Total	$ 163,266.40

Length	2.124 miles
Cost per mile	$ 76,867.42

[illegible]

[illegible]

Federal Aid Funds- -	$ 97,960.00
State Funds- -	65,306.40
	$ 163,266.40

1939 Federal Aid Funds	$ 55,520.00	Length	1.203 miles
1940 Federal Aid Funds	42,440.00	Length	0.921 mile

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

SPECIFICATIONS FOR HIGHWAY EMBANKMENT CONSTRUCTION AND CULVERT PIPE INSTALLATION

TROUTDALE-DODSON SECTION OF COLUMBIA RIVER HIGHWAY

SECTION I. GENERAL PROVISIONS

1-01. Optional Work. - The embankment construction work and pipe culvert installation work to which this specification applies may be either included or excluded from the contract, as the contracting agent may determine at the time the award of contract is made. It shall be understood, therefore, that the contractor's bid for the channel dredging work hereinbefore specified is complete in itself for the channel dredging work, including the wasting of the dredged materials on specified waste areas as the foregoing specifications provide. It shall be understood, also, that the bid for the highway embankment construction work and the pipe culvert installation work includes only such cost as is extra cost expected to be entailed in the event the contractor is required to place the dredged materials in highway embankments and to install pipe culverts therein, all as specified hereinafter.

1-02. Location. - The work to be done under this specification is located on the south bank of the Columbia River, between Troutdale and Dodson. It is between the river and the Union Pacific railway tracks and is roughly parallel to both.

1-03. Work to Be Done. - (a) The work provided for in this specification is work being done for the Oregon State Highway Commission under an agreement between the War Department and the State Highway Commission dated ____________________________. It is to be paid for by the War Department from funds advanced by the Highway Commission.

(b) The work to be done consists of the furnishing of all plant, labor and materials, and the performing of all work required to place in highway embankments 2,100,000 or more cubic yards of spoil materials resulting from the channel dredging operations specified hereinbefore. The work includes, also, the furnishing and installing of approximately 7,000 linear feet of pipe culverts to carry drainage water through the embankments.

(c) For purposes of acceptance, the embankments in which the dredged materials are to be placed are divided into sections as follows:

	Approximate Cubic Yards of Embankment
Section A - Highway Stations 615 to 731	1,075,000 to 1,075,000
Section B - Highway Stations 803 to 860	25,000 to 75,000
Section C - Highway Stations 1090 to 1196	400,000 to 650,000
Section D - Highway Stations 1246 to 1350	600,000 to 800,000
	2,100,000 to 2,600,000

1-04. Maps and Plans. - The work shall conform to Drawings Nos. 1A-8-25 and 1A-8-26 marked "Proposed Embankment Construction, Troutdale-Dodson Section of Columbia River Highway, November, 1939," which drawings form a part of the specifications. Copies of the above mentioned drawings are filed in the United States engineer office at Portland, Oregon, and in the office of the Oregon State Highway Commission at Salem, Oregon.

1-05. Quantities. - The quantity of dredged materials to be placed in highway embankments is uncertain as it depends upon the quantity of materials that becomes available from the channel dredging operations. It appears probable that the total quantity will be greater than 2,100,000 cubic yards, but not greater than 2,600,000 cubic yards.

The quantities of culvert pipe and of the pay excavation involved in the installing of the culvert pipe are also uncertain due to uncertainty as to the limits between which new embankments may be constructed. A rough estimate of the quantities that may be required is as follows:

18-inch Pipe- - - - - - -	1,400 lin. ft.
24-inch Pipe- - - - - - -	4,150 lin. ft.
30-inch Pipe- - - - - - -	350 lin. ft.
Culvert Excavation- - - -	450 cu. yds.

As a basis for the canvassing of bids and for determining the amount of the consideration of the contract, the following quantities will be used:

Highway Embankment In Place- - - - - - - -	2,600,000 cu. yds.
18-inch Corrugated Iron Culvert Pipe, Protected Invert- - - - - - - - - -	1,600 lin. ft.
24-inch Corrugated Iron Culvert Pipe, Protected Invert- - - - - - - - - -	4,400 lin. ft.
30-inch Corrugated Iron Culvert Pipe, Protected Invert- - - - - - - - - -	400 lin. ft.
Culvert Excavation - - - - - - - - - - - - - -	500 cu. yds.

The right is reserved to limit the quantities of embankment construction work to 2,600,000 cubic yards.

1-06. Time of Completion. - The embankment construction work and culvert installation work shall be completed within the time specified elsewhere herein for the completion of the river channel dredging work which is to be performed under the same contract.

1-07. Payments. - Payments will be made monthly on estimates of the quantities of work performed in accordance with the specifications and not included in any prior estimate, except that ten (10) per cent of the amount of each estimate will be retained until full completion and acceptance of all work covered by the contract, when final payment will be made.

SECTION II. CONDUCT OF WORK

2-01. Limitation on Performance of Work. - The materials to be placed between Station 1246 and Station 1350, shall not be placed until the "rock toe embankments" which are to be constructed on that portion of the project by another contractor are in place and ready to have the dredged embankment materials placed back of them. In case the rock toe embankments are not in place when the contractor is ready to place the dredged materials back of them, the contractor, if he so desires, will be relieved of his obligation to place materials on that portion of the project.

SECTION III. SUPERVISION

3-01. Direction of Work. - The placing of the dredged materials in embankment and the installing of culverts will be conducted under the general direction of the contracting officer, but the details of setting line and grade stakes, of inspecting the work and of measuring and computing pay quantities will be attended to by employees of the Oregon State Highway Commission.

SECTION IV. TECHNICAL PROVISIONS APPLICABLE TO EMBANKMENT CONSTRUCTION AND CULVERT INSTALLATION

4-01. Materials. - The materials to be placed in the highway embankments are to be sand and other materials from the channel dredging operations which are to be performed under the same contract.

4-02. Extent of Embankment Construction. - The contractor will be required to construct embankment only to the extent that materials for the construction are obtainable from channel dredging operations within 7,000 feet of the embankment.

The contractor will be required to complete in its entirety all highway embankment required within the limits of Section A, unless it developes that materials available within 7,000 feet of Section A are insufficient to complete the embankment, in which event the contractor shall place on Section A all materials available within 7,000 feet of the section.

On Sections B and C, the quantities to be placed shall not be less than the minimum quantities indicated on Drawing No. 1A-8-25.

On Section D, the quantity to be placed shall not be less than the minimum quantity indicated on Drawing No. 1A-8-25, unless the contractor is relieved of his obligation to place materials on that section as specified in foregoing provision 2-01.

4-03. Embankment to Be Constructed to Grade. - All embankment constructed shall be completed to full specified grade and cross-section.

In those sections of embankment (see clause 1-03-c for section limits), for which obtainable materials are insufficient to entirely complete the embankment, the embankment construction shall commence at one end of the section and shall extend as far toward the other end as the obtainable quantities of materials will permit. As far as the embankment extends within the section, it shall be completed to specified grade and cross-section.

4-04. Bulkheads. - Bulkheads required to stop and confine the dredged materials and to enable the construction of the embankments to the cross-sections shown on the plans shall be furnished and placed by the contractor. After the embankments are completed, the bulkheads shall be removed and all bulkhead material burned or otherwise disposed of in an acceptable manner.

4-05. Shaping and Finishing. - After the depositing of the dredged materials is completed, the embankments shall be shaped to specified grade and cross-section by means of bulldozers, blade graders and other suitable equipment. All slopes shall be smoothed and made free of noticeable irregularities. The tops of the embankments shall be finished to exact grade and to smooth surface. All portions of embankments not filled to specified cross-section shall be filled to that cross-section.

Limited quantities of excess materials may be left on the slopes provided they are distributed and smoothed so as not to be noticeable.

4-06. Clearing and Grubbing. - As a part of the earthwork, the contractor shall perform, without separate or additional compensation, such clearing and grubbing work as may be required in connection with the installing of pipe culverts. No other clearing and grubbing work will be required.

4-07. Embankment at Box Culvert. - In the placing of embankment materials around the new concrete box culvert which is in place at Station 828, the contractor shall use such means and shall take such precautions as are necessary to avoid injury to the culvert.

In no case shall the embankment on one side of the culvert be built-up more than two feet above the level to which the embankment on the other side of the culvert has been built.

In the event of injury to the culvert, the contractor shall compensate the State Highway Commission for whatever amount it may expend in restoring the culvert to condition satisfactory to the Commission.

4-08. Pay Quantities of Embankment. - Pay quantities of "Highway Embankment in Place" shall be limited to quantities of embankment in place within the neat lines of specified cross-sections and above the ground elevations existing at the time construction cross-sections are taken, as those quantities are determined by cross-section measurement of the completed embankments. The pay quantities will not include additional quantities required due to subsidence and settlement of the original ground, to settlement of materials within the embankments, or to shrinkage, settlement, washout, slippage or loss, regardless of cause.

Pay quantities will not include quantities placed above or outside of the neat lines of the specified cross-sections, except quantities so placed in compliance with specific order from the engineer accompanied by specific advice that the quantities will be considered pay quantities.

4-09. Pipe Culverts. - (a) The culvert pipe to be used in the construction of the pipe culverts called for by the plans (Drawing No. 1A-8-26) shall be corrugated iron culvert pipe with asphalt coating and protected invert. It shall conform in all respects with the State Highway Commission's standard specifications for pipe of that kind which standard specifications will be furnished the contractor on request.

(b) Only those of the pipe culverts which are within areas on which the contractor constructs embankment are to be installed.

(c) Each culvert shall be installed to the grades and elevations ordered by the engineer and the contractor shall make all and whatever excavations may be necessary to make that possible. The contractor shall, also, do such placing of embankment materials prior to the placing of the culverts as may be necessary to provide support for the culverts at required grade. Culverts through embankments which are retained by "rock toe embankments," will be placed so that the outlet ends of the culverts will be above the top of the rock toe embankment. No excavation into the rock toe embankments will be required. Some of the culverts will require excavation into the existing ground, the total amount of such excavation being estimated at 450 cubic yards.

(d) Filling around and under the culverts shall be done in a manner which will insure uniform bedding and the maximum of freedom from settlement. It shall, also, be so done that there is no crowding of the pipe from established line and grade.

4-10. Payment. - Pay quantities of embankment as hereinbefore defined will be paid for at the price bid per cubic yard for the item "Highway Embankment in Place," it being understood that a cubic yard is a cubic yard as measured in the completed embankment.

Culvert pipe installed will be paid for at the respective prices bid for the respective sizes of "Corrugated Iron Culvert Pipe, Protected Invert," it being understood that all pipe is to have the standard asphalt coating and protected invert.

Such portion of the excavation made for pipe culverts as is made in the original ground (below the surface of the ground before any embankment materials are placed upon it) will be paid for at the price bid per cubic yard for the item "Culvert Excavation." This price shall apply regardless of the nature or condition of the materials excavated.

The prices bid for the corrugated iron pipe items shall be understood to include compensation for all clearing and grubbing work and for all excavating work in materials placed by the contractor (materials above the surface of the original ground). The prices bid for the corrugated iron pipe items shall be understood to include compensation, also, for the furnishing and installing of all required coupling bands or collars.

Payment as above indicated shall be understood to comprise full and complete payment for all materials and all work required to construct embankments and install pipe culverts in accordance with the foregoing specifications, including the portion of the cost of moving the dredged materials from their position in the river bed to the place of their deposit in the highway embankment, as represents cost in addition to that which would have been involved had the dredged materials not been used in highway embankment construction work.

Payment for the dredging of the materials used in the construction of the embankment and for the part of the transportation of those materials which would have been required had the materials been wasted, shall be understood to be included in the payments to be made for the channel dredging work.

4-11. Acceptance. - As soon as practicable after the completion of a section of highway embankment (see clause 1-03-c hereof), the section will be measured and checked for conformance with specified grades and cross-sections. If deficiencies or objectionable deviations in the work are found, the contractor will be required to correct them. Required additional measurements shall then be made and the work accepted.

The contractor will not be held responsible for settlements, washouts and erosion occurring after measurement and acceptance of the work as above specified.

#2205

248-B-1

March 15, 1940

Pacific Indemnity Company
J. E. Finke, Local Agent
Yeon Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a notice of claim, in the amount of $434, which has been filed with the Secretary of State by DeCicco Tire Company against the bond taken from Morrison-Knudsen Company in connection with its contract No. 2205 for grading the East Unit, Troutdale-Corbett Section and Bridal Veil-Benson Park Section of the Columbia River Highway, in Multnomah County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Morrison-Knudsen Company in connection with the above-mentioned contract.

Very truly yours,

AM

Secretary

cc - Morrison-Knudsen Company
Boise, Idaho

REFERRED TO
McFarland
BY SECRETARY

March 15, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of March 14 with copies of a notice of claim inclosed, said claim being filed by DeCicco Tire Company against the bond taken from Morrison-Knudsen Company in connection with Contract No. 2205.

In accordance with our usual practice, we are today forwarding copies of the notice of claim to the surety and the contractor.

Very truly yours,

Secretary

AM

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAR 15

March 14, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by De Cicco Tire Company for $434.00 against the bond taken from Morrison-Knutsen Company, principal, and Pacific Indemnity Company, surety, for work on the East Unit, Troutdale-Corbett Section of the Columbia River Highway, contract No. 2205, which was received from Wilderman & Kobin, Attorneys, Portland, and filed in this office today.

Please acknowledge receipt of the copies so that our files may be completed.

Very truly yours,

Earl Snell
Secretary of State

[illegible]:FM
encs. 3

[illegible]

COPY

Portland, Oregon
March 13, 1940.

TO EARL SNELL, Secretary of the State of Oregon:

In compliance with Chapter 517 Oregon Laws for 1939, Notice hereby is given that the undersigned, De Cicco Tire Company, has a claim for merchandise sold to Taylor Brothers, sub-contractors of Morrison-Knutsen Company, to-wit:

For tires and tubes sold between the 15th day of August, 1939 to the 28th day of November, 1939.

in the sum of Four Hundred Thirty-four and no/100 ($434.00) Dollars, against the bond taken from Morrison-Knutsen Company, principal, and Pacific Indemnity Company, Surety, for the work of grading the East Unit, Troutdale-Corbett Section of the Columbia River Highway, In Multnomah County, and being contract No. 2205 with the State Highway Commission.

DE CICCO TIRE COMPANY

Mike M. DeCicco

Endorsed: File No. 2893
Filed March 14, 1940
EARL SNELL, Secretary of State

248-B-1

March 8, 1940

General Petroleum Corporation,
Wood-Lark Building,
Portland, Oregon.

Attention: Mr. Geo. Ritter.

Gentlemen:

Reference is made to your letter of March 6th concerning the Morrison-Knudsen Company Contract No. 2805, East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Section of the Columbia River Highway in Multnomah County.

You are advised that this contract was approximately 60% complete on February 15th. The total amount paid the contractors to date is $46,949.78, and the retained percentage is $6,744.75. The specified date of completion of the contract is March 31, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2205
~~Mult. Co.~~

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S.W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
GARGOYLE LUBRICANTS

RECEIVED
MAR 7 - 1

March 6, 1940

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. L. D. Mc Farland

Re: State Highway Contract #2205

Gentlemen:

The above contract was awarded to Morrison-Knudsen Co. and we are inquiring at this time as to the percentage of work completed. We believe the anticipated date of completion is March 31, 1940. Also, please advise the percentage of funds paid to the contractor up to this writing.

Very truly yours,

George Ritter
DISTRICT CREDITMAN

GR:LS

Feb. 15 –

E - $53,694.53
R - $ 6,744.75
P - $46,949.78

FORM 3631

#2205

RECEIVED

248-B-1

March 7, 1940

Mike DeCicco & Sons
Fisk Tire Distributors
2333-2337 S. W. Water Avenue
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of March 5, 1940, inclosing copies of your claim in the amount of $434.00 against Taylor Brothers, subcontractors under Morrison-Knutsen Company's contract, No. 2205, with the State Highway Commission for grading the East Unit, Troutdale-Corbett Section of the Columbia River Highway, in Multnomah County.

In accordance with our usual practice, we are today bringing your claim to the attention of the surety on the bond furnished by Morrison-Knudsen Company. The bond was written by the Pacific Indemnity Company for whom J. E. Finke is local agent with offices in the Yeon Building, Portland. I would suggest that you also file your claim with the bonding company.

In order to further protect your claim, in case you do not secure satisfaction through the surety, it would be well for you to file the claim with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed.

Very truly yours,

AM

Secretary

March 7, 1940

Pacific Indemnity Company
J. E. Finke, Local Agent,
Yeon Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today received a notice of claim filed by Mike DeCicco & Sons, Fisk Tire Distributors, Portland, in the amount of $434, against Taylor Brothers, subcontractors under Morrison-Knudsen Company's contract, No. 2205, with the State Highway Commission for grading the East Unit, Troutdale-Corbett Section of the Columbia River Highway, in Multnomah County.

This information is given you inasmuch as you appear surety on the bond furnished by Morrison-Knudsen Company in connection with the above mentioned contract.

Very truly yours,

AM

Secretary

cc - Morrison-Knudsen Co.
Boise, Idaho

DeCICCO, PRESIDENT
Res. Atwater 5598

FRED KELLAR, SALES MANAGER
Res. Atwater 1920

FISK TIRE DISTRIBUTORS

2333-2337 S. W. WATER AVENUE
(Corner Caruthers Street)
PORTLAND, OREGON

Phones: ATwater 9497--98
7 Blocks South Battleship Oregon

MAR 6 -

March 5, 1940

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed are bills for tires used on Oregon State High Way job at Corbett, Oregon by Taylor Brothers on their equipment. I am forwarding you these bills so that you may see that they are considerably overdue.

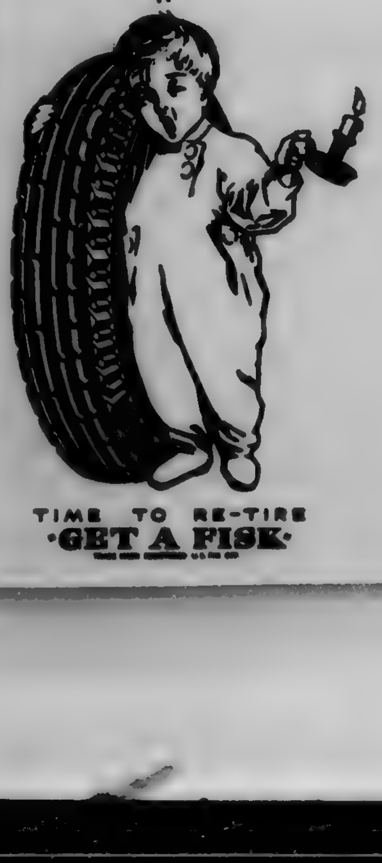
As I am sending a copy to Oregon State Highway Commission, Glenn Falls Indemnity Company, and Morrison and Knutson, we are forwarding these to you.

Yours truly,

[illegible]

Mike M DeCicco

[illegible]



SERVICE - QUALITY - ALWAYS

9497
Twater 1962

STATEMENT

ATwater 5593
AFTER 6 o'clock

PORTLAND, OREGON .... 193 ....

M Taylor Bros,
3628 S E 52nd,
Portland, Oregon.

IN ACCOUNT WITH

De Cicco Tire Company
PORTLAND'S LARGEST TIRE DEALER

7 Blocks South of Battleship Oregon

2333-37 S. W. WATER STREET **AT CARRUTHERS**

Aug 15	6.00	
Aug 17	3.75	
Aug 31	3.24	
Oct 14	21.00	
Oct 20	227.20	
Oct 25	65.40	
Oct 26		12.99-
Nov 13	65.40	
Nov 18	30.00	
Nov 28	25.00	

434.00*

Balance due on tires

Distributors for Fisk Tires and A. A. A. Batteries

ATWATER 5593
AFTER 6 O'CLOCK

DEALER
tomotive

TERIES
T CARRUTHERS
N

DATE 10/14/39

20.00
1.00
21.00

VE SERVICE
EGON

Secretary

PHONES { ATWATER 949
ATWATER 94

ATWATER 5593
AFTER 6 O'CLOCK

TIME TO RE-TIRE

PORTLAND'S LARGEST TIRE DEALER

Mike DeCicco's Automotive

Distributors for
FISK TIRES and A. A. A. BATTERIES

2333-37 S. W. WATER STREET, AT CARRUTHERS
PORTLAND, OREGON

SOLD TO Taylor Bros,
ADDRESS 3628 S E 52nd Ave,
Portland, Oregon

DAT 10/14/50

60 DAYS 6 PER CENT PAST DUE ACCOUNTS

1	9.75x20 Multi Grip Casing Adjustment	20.00
	One tube stem and repair	1.00
		21.00

PORTLAND'S LEADING AUTOMOTIVE SERVICE
7 BLOCKS SOUTH of BATTLESHIP OREGON

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

PHONES { ATWATER 94
ATWATER 94

ATWATER 5593
AFTER 6 O'CLOCK

TIME TO RE-TIRE

PORTLAND'S LARGEST TIRE DEALER

Mike DeCicco's Automotive

Distributors for
FISK TIRES and A. A. A. BATTERIES

2333-37 S. W. WATER STREET, AT CARRUTHERS
PORTLAND, OREGON

SOLD TO
ADDRESS
Taylor Bros,
3628 S E 52nd Ave,
Portland, Oregon

DAT 10/20/39

60 DAYS 6 PER CENT PAST DUE ACCOUNTS

	2	9.75x20 Multi Grip casings 58.60@	117.20
	2	9.75x20 MS Transportation Tires 55.00@	110.00
			227.20

PORTLAND'S LEADING AUTOMOTIVE SERVICE
7 BLOCKS SOUTH of BATTLESHIP OREGON

[illegible]
Very truly yours,

STATE HIGHWAY COMMISSION
By

[illegible]

Secretary

[illegible]

PHONES ATWATER 24
ATWATER 24

ATWATER 5593
AFTER 6 O'CLOCK

PORTLAND'S LARGEST TIRE DEALER

Mike DeCicco's Automotive

Distributors for
FISK TIRES and A. A. A. BATTERIES

2333-37 S. W. WATER STREET, AT CARRUTHERS
PORTLAND, OREGON

SOLD TO Taylor Bros,
ADDRESS 3628 S E 52nd Ave,
Portland, Oregon

DAT 10/25/39

60 DAYS 6 PER CENT PAST DUE ACCOUNTS

2	32x6 Multi Grip 10ply casings 30.95@	61.90
1	32x6 H D Tube	3.50
		65.40

PORTLAND'S LEADING AUTOMOTIVE SERVICE
7 BLOCKS SOUTH of BATTLESHIP OREGON

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

PHONES {ATWATER 94
{ATWATER 94

ATWATER 8593
AFTER 6 O'CLOCK

TIME TO RE-TIRE

PORTLAND'S LARGEST TIRE DEALER

Mike DeCicco's Automotive

Distributors for
FISK TIRES and A. A. A. BATTERIES

2333-37 S. W. WATER STREET, AT CARRUTHERS
PORTLAND, OREGON

SOLD TO
ADDRESS Taylor Bros,
3628 S E 52nd Ave,
Portland, Oregon

60 DAYS 6 PER CENT PAST DUE ACCOUNTS

DAT 11/13/39

1	32x6 Multi Grip 10ply casing	30.95
1	32x6 Transportation A S Tube	3.50
1	32x6 Multi Grip 10ply casing	30.95
		65.40

PORTLAND'S LEADING AUTOMOTIVE SERVICE
7 BLOCKS SOUTH of BATTLESHIP OREGON

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

PHONES { ATWATER 9497
ATWATER 9498

ATWATER 5593
AFTER 6 O'CLOCK

TIME TO RE-TIRE
GET A FISK

PORTLAND'S LARGEST TIRE DEALER

Mike DeCicco's Automotive

Distributors for
FISK TIRES and A. A. A. BATTERIES

2333-37 S. W. WATER STREET, AT CARRUTHERS
PORTLAND, OREGON

SOLD TO ADDRESS	Taylor Bros, 3628 S E 52nd Ave, Portland, Oregon	DAT	11/18/39

30 DAYS 6 PER CENT PAST DUE ACCOUNTS

	1	9.75x20 Multi Grip casing	adjustment	30.00

PORTLAND'S LEADING AUTOMOTIVE SERVICE
7 BLOCKS SOUTH of BATTLESHIP OREGON

[illegible]

Very truly yours,

STATE HIGHWAY COMMISSION
By

[illegible]

Secretary

[illegible]

PHONES { ATWATER 94[illegible]
{ ATWATER 94[illegible]

ATWATER 5593
AFTER 6 O'CLOCK

PORTLAND'S LARGEST TIRE DEALER

Mike DeCicco's Automotive

Distributors for
FISK TIRES and A. A. A. BATTERIES

2333-37 S. W. WATER STREET, AT CARRUTHERS
PORTLAND, OREGON

SOLD TO Taylor Bros,
ADDRESS 3628 S E 52nd Ave,
Portland, Oregon.

DAT 11/28/39

60 DAYS 6 PER CENT PAST DUE ACCOUNTS

1	9.75x20 Multi Grip casing	adjustment	25.00

PORTLAND'S LEADING AUTOMOTIVE SERVICE
7 BLOCKS SOUTH of BATTLESHIP OREGON

[illegible]

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

Enc.

#2205

RECEIVED
FEB 6 1940
FOR FILING

248-B-1

February 5, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 3, 1940, enclosing three copies of a notice of claim by Isaacson Iron Works, in the amount of $526.99, against Taylor Brothers for labor and materials furnished in the maintenance and repair of trucks for Morrison-Knudsen Company in connection with their work in the performance of State Highway Contract No. 2205 - East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

Inasmuch as Taylor Brothers were subcontractors under Morrison-Knudsen Company, we are forwarding copies of this notice of claim to the sureties for both companies and to the contractors.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 5, 1940

PACIFIC INDEMNITY COMPANY
J. E. Finke, Local Agent
Yeon Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State notice of claim, in the amount of $526.99, against Taylor Brothers, subcontractors under Morrison-Knudsen Company, by Isaacson Iron Works, for labor and materials furnished in the maintenance and repair of trucks used in connection with the work on State Highway Contract No. 2205 - East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

Inasmuch as you are surety for Morrison-Knudsen Company for whom this work was subcontracted, we hand you herewith, for your information and attention, a copy of said notice of claim. We are also notifying Glens Falls Indemnity Company, surety for Taylor Brothers.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WML

cc - Glens Falls Indemnity Company
803 Title & Trust Building
Portland, Oregon

Morrison-Knudsen Company
Boise, Idaho

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

FEB 5-1
[illegible] COMMISSION

February 3, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files, three copies of a notice of claim by Isaacson Iron Works for $526.99 against the bond taken from Taylor Bros., principal, and Glens Falls Indemnity Company, surety, for work on Highway contract No. 2205, which was received from Ridgway, Johnson, Kendall & Stephan, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

Mrs Lewis
usual letters
HB

COPY

ISAACSON IRON WORKS

Office and works - 906 Northeast Third Avenue - Telephone East 5116
Portland, Oregon

To the SECRETARY OF STATE,
and to the STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned Isaacson Iron Works, of 906 N.E. Third Avenue, Portland, Oregon, has a claim for $526.99 for labor, material and parts required for the maintenance and repair of trucks and equipment of Allen Taylor, Fred Taylor, Howard Taylor and Wm. Taylor, copartners doing business as Taylor Bros. and against the bond taken from said partners and copartnership as principals and Glens Falls Indemnity Company, 803 Title and Trust Building, Portland, Oregon as surety, for the work required from Morrison-Knudsen Company under its contract with the Oregon State Highway Commission, described as East Unit Troutdale-Corbett Section and Bridal Veil-Benson Park Section on the Columbia River Highway in Multnomah County, Oregon, contract No. 2205, dated August 22, 1939; the hauling required by the contract work having been subcontracted by said contractor Morrison-Knudsen Company to said partners and copartnership by subcontract of date September 25, 1939, with said subcontractor bonded for the performance of said subcontract by Glens Falls Indemnity Company in the amount of $15,550.00, of even date with said subcontract.

Dated at Portland, Oregon this 30th day of January, 1940.

ISAACSON IRON WORKS

By R. W. Isaacson
Branch Manager

Endorsed: File No. 2876
Filed February 3, 1940
EARL SNELL, Secretary of State

#2205

RECEIVED
FEB - 6 1940
FOR FILING

24B-P-1

February 5, 1940

ISAACSEN IRON WORKS
906 N. W. Third Avenue
Portland, Oregon

Gentlemen:

We have received your notice of January 30, and also copies of notices filed by you through the office of Secretary of State, advising of your claim, in the amount of $526.99, against Taylor Brothers, for maintenance and repair of trucks used in connection with State Highway Contract No. 2205 - East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

Inasmuch as this job was contracted with Morrison-Knudsen Company, under whom Taylor Brothers are subcontractors, we are forwarding to the former and to their surety, as well as to surety for Taylor Brothers, copies of this notice of claim, in accordance with our usual practice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MDL

CIRCLE I BRAND
STEEL PRODUCTS
Isaacson Iron Works
OFFICE AND WORKS 906 NORTHEAST THIRD AVENUE TELEPHONE EAST 5116
CABLE ADDRESS "ISAACSON"
Portland
OREGON

To the SECRETARY OF STATE,
and to the STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned Isaacson Iron Works, of 906 N.E. Third Avenue, Portland, Oregon, has a claim for $526.99 for labor, material and parts required for the maintenance and repair of trucks and equipment of Allen Taylor, Fred Taylor, Howard Taylor and Wm. Taylor, copartners doing business as Taylor Bros. and against the bond taken from said partners and copartnership as principals and Glens Falls Indemnity Company, 803 Title and Trust Building, Portland, Oregon as surety, for the work required from Morrison-Knudsen Company under its contract with Oregon State Highway Commission, described as East Unit Troutdale-Corbett Section and Bridal Veil-Benson Park Section on the Columbia River Highway in Multnomah County, Oregon, contract No. 2205, dated August 22, 1939; the hauling required by the contract work having been subcontracted by said contractor Morrison-Knudsen Company to said partners and copartnership by subcontract of date September 25, 1939, with said subcontractor bonded for the performance of said subcontract by Glens Falls Indemnity Company in the amount of $15,550.00, of even date with said subcontract.

Dated at Portland, Oregon this 30th day of January, 1940.

ISAACSON IRON WORKS,

By O. H. Isaacson

Branch Manager

GAR WOOD
WORLD'S LARGEST MANUFACTURER of MOTOR TRUCK EQUIPMENT
WOOD

December 12, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans for the hydraulic embankment to be constructed by the U. S. War Department on the East Unit, Troutdale-Dodson Section, Project No. 248-B (1).

Five sets of blueprint plans are being sent under separate cover. The beginning of the project has been revised to include the hydraulic embankment work between Station 615+00 and 637+00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 248-B (1)

EAST UNIT, TROUTDALE-CORBETT SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 12, 1939

State Contract No. 2205 (Sta. 677+00 to 749+10)

All Required		Clearing and Grubbing	$ - -	$ 2,500.00
20,000	cu. yds.	Common Excavation	.25	5,000.00
95,000	cu. yds.	Solid Rock Excavation	.52	49,400.00
115,000	yd. mi.	Truck Haul	.13	14,950.00
All Required		Moving Platform and Trestle at Undercrossing		1,500.00
66	rods	Fence Construction	5.00	330.00
				$ 73,680.00

731+00

U. S. War Department Contract (Sta. 615+00 to ~~677+00~~) (Hydraulic Embankment) (Estimated Prices)

1,075,000	cu. yds.	Hydraulic Embankment	$ .06	$ 64,500.00
314	cu. yds.	Trench Excavation	1.00	314.00
1,342	lin. ft.	18" Culvert Pipe	2.00	2,684.00
1,626	lin. ft.	24" Culvert Pipe	3.00	4,878.00
146	lin. ft.	30" Culvert Pipe	4.00	584.00
				$ 72,960.00

Work to Be Performed by the Union Pacific Company

All Required	Construct Hauling Road Trestle (Sta. 749+10)	$ 1,500.00
	Subtotal	$148,140.00
	10% Engr. & Cont.	14,814.00
	Total	$162,954.00

Length	2.124 miles
Cost per mile	$ 76,720.33

Federal Aid Funds- -	$ 97,780.00
State Funds- -	65,174.00
	$ 162,954.00

1939 Federal Aid Funds	$ 55,520.00	Length	1.206 miles
1940 Federal Aid Funds	42,260.00	Length	0.916 mile

RECEIVED
JUL 17 1940
FOR

248-B-1

#2205

August 22, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of right of way statement concerning the East Unit, Troutdale-Corbett Station Section, Project No. FA 248-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

EAST UNIT, TROUTDALE-CORBETT STATION SECTION

PROJECT NO. 248-B (1)

All necessary right of way has been acquired, and the agreement with the Union Pacific Company concerning the construction of the hauling road underpass by their forces has been executed.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 22, 1939

FH 248-E-1

September 26, 1939

Morrison-Knudsen Company, Inc.,
P. O. Box 1518
Boise, Idaho

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2205 which was awarded to you on August 22, 1939, for grading the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

FA 248-B-1 September 26, 1939

Pacific Indemnity Company
J. E. Finke, Agent
Yeon Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2205 which was awarded to Morrison-Knudsen Company, Inc., on August 22, 1939, for grading the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JM:AM

Secretary

FA 248-E-1

September 20, 1939

EXCESS AND SURPLUS LINE BROKERS, INC.
706-707 Railway Exchange Building
Denver, Colorado

Attention Mr. E. J. Brockmann

Gentlemen:

Reference is made to your letter of September 11, concerning the Morrison-Knudsen Company contract with the Oregon State Highway Commission for the construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections.

You are advised that the bond furnished in connection with this contract is now in order and a fully executed copy will be forwarded to the contractors within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

COLORADO

LOS ANGELES, CALIFORNIA

EXCESS & SURPLUS LINE BROKERS, Inc.

E. J. Brockmann, President
706-707 Railway Exchange Building
DENVER, COLORADO

CABLE ADDRESS: "EXPLUS"

TELEPHONE CHERRY [illegible]

RECEIVED
SEP 13 1939
STATE HI COMMISSION

Sept. 11, 1939

Oregon State Highway Commission
Salem, Oregon

Atten. Mr. H.B.Glaisyer, Secretary.

Gentlemen:

RE: MORRISON-KNUDSEN CO.INC. BOISE, IDAHO,
CONTRACT CONSTRUCTION EAST UNIT
TROUTDALE-CORBETT and BRIDAL VEIL-BENSON
PARK SECTION.

You advised our clients, Morrison-Knudsen Company, Inc., under date of September 7th, that the bond furnished in connection with this contract, was not acceptable to the State Insurance Commissioner because the power of attorney of the official of the Pacific Indemnity Company who signed the bond, was not on file, and the bond had not been signed by an authorized resident agent.

We have been advised that these matters have been taken care of, and would appreciate your confirmation that the bond is now in order.

Very truly yours,

EXCESS & SURPLUS LINE BROKERS,INC.

By E. J. Brockmann
Per JM.

EJB/M

[illegible]

1A 248-B-1

RECEIVED
SEP 13 1939
STATE HIG [illegible] MISSION

Swett & Crawford
INSURANCE
UNDERWRITING MANAGERS AND AGENTS
1515 YEON BUILDING
PORTLAND, OREGON

Sept. 12, 1939

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received the four copies of the contract which was awarded to Morrison-KnudsenCompany of Boise, Idaho, by the Highway Commission, on August 22, 1939, for the construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway in Multnomah County.

In line with your request, the writer has signed as Attorney-in-fact and as Agent for the Pacific Indemnity Company. You will find my Power of Attorney on record with the State and also a record showing that I am a licensed agent for the Pacific Indemnity Company.

We are forwarding to you under separate cover all four copies of the contract, and these are going out in today's mail.

Yours very truly,
SWETT & CRAWFORD

By J. E. Finke
J. E. FINKE

JEF:VL

FA 248-B-1

September 11, 1959

Mr. J. E. Finke,
1515 Yeon Building,
Portland, Oregon.

Dear Sir:

We are sending to you by express four copies of a contract which was awarded Morrison-Knudsen Company, Boise, Idaho, by the Highway Commission, on August 22, 1959, for the construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway in Multnomah County.

Before this contract will be accpetable it will be necessary that each copy of the bond be signed by an attorney-in-fact who has such power of attorney-in-fact on file with the State Insurance Commissioner for the Pacific Indemnity Company. Each copy of the bond shall also be countersigned by an authorized resident agent for the Pacific Indemnity Company.

Will you please have the bond executed as outlined above and return all four copies of the contract to this office.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FA 248-C-1

September 7th, 1939

Morrison-Knudsen Company, Inc.
Boise, Idaho

Gentlemen:

We have received four copies of the contract which was awarded you on August 22nd, for the construction of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Section, which have been executed by you as to agreement in bond.

You are advised that we have referred the bond furnished in connection with this contract to the State Insurance Commissioner, and he will not approve it for the reason that Mr. M. F. Doyle who has signed as attorney-in-fact for the Pacific Indemnity Company does not have the power of attorney-in-fact on file in his office. It is also noted that this bond has not been signed by an authorized resident agent.

Will you please advise if we should refer this bond to an authorized Oregon agent or whether the copies should be returned to you for proper execution.

Yours very truly,

Secretary

Dictated by
J. McFarland
R

Form E-30—[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

[illegible]

From: H. B. Glaisyer, Secretary August 29, 1939

To: R. H. Baldock, State Highway Engineer

NOTED
State Highway Engineer

Subject: Agreement with railroad company covering private road and underpass at Corbett

REFERRED TO
[illegible]
By Asst. State Highway Engineer

I have today received from S. Murray, Resident Engineer, Union Pacific Railroad Company, fully executed copy of the agreement between that company and the State of Oregon covering the construction and use of a temporary private road and underpass at Corbett for a period not to exceed 5 years after August 8, 1939.

H. B. Glaisyer

HBG:MC

cc - C. B. McCullough
H. G. Smith

RECEIVED
AUG 24 1939
FOR FILING

FA 248-B-1

August 23, 1939

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Co.
Portland, Oregon

Dear Sir:

The following information applies to the contract for grading work on the East Unit of the Troutdale-Corbett Section, and the Bridal Veil-Benson Park Section of the Columbia River Highway.

Contract Number	2205
Date of Award	August 22, 1939
Date of Contract	August 22, 1939
Name of Contractor	Morrison-Knudsen Co., Inc.
Address of Contractor	Boise, Idaho
Type of Organization	Corporation
President & Gen. Mgr.	H. W. Morrison
Secretary & Treasurer	C. W. Joslyn
Vice-president	C. R. Shinn

The name of the surety on the bond will not be known positively until the contract is received back from the contractor. In his proposal, however, the contractor states that the bond will be furnished by the Fidelity & Deposit Co. of Maryland, the agent for which is Clarence D. Porter, Portland, Oregon.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Form 8010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

AUG 21 1939
STATE [illegible]

August 19,1939

REFERRED TO
Mr Baldock
By Asst. State Highway Engineer

Mr.H.B.Glaisyer, Secretary,
State Highway Commission,
Salem,Oregon

Dear Sir:

Referring to your letter August 8th returning draft of agreement between our company and the State of Oregon covering construction of temporary underpass and road on our right of way at Corbett:

In accordance with your request we have secured wire advice that this agreement has now been executed by the Railroad Company. Your copy will be forwarded to you in a few days.

In the meantime I see no reason why you cannot award contract for construction of the east unit of the Troutdale-Corbett Section and the Bridal Veil-Benson Park Section of the Columbia River Highway.

As soon as contract is awarded will you please advise me corporate name and address of the contractor, and date of your contract with him, in order that I may cover the project with usual indemnity agreement.

Yours very truly,

S MURRAY

CC Mr.R.H.Baldock
Mr.E.A.Collier

Mr. [illegible]

NOTED
State Highway Engineer

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

Form 3019
AUG 21 19

August 19,1939

Mr.H.B.Glaisyer, Secretary,
State Highway Commission,
Salem,Oregon

REFERRED TO Mr Baldock
By Asst. State Highway Engineer

Dear Sir:

Referring to your letter August 8th returning draft of agreement between our company and the State of Oregon covering construction of temporary underpass and road on our right of way at Corbett:

In accordance with your request we have secured wire advise that this agreement has now been executed by the Railroad Company. Your copy will be forwarded to you in a few days.

In the meantime I see no reason why you cannot award contract for construction of the east unit of the Troutdale-Corbett Section and the Bridal Veil-Benson Park Section of the Columbia River Highway.

As soon as contract is awarded will you please advise me corporate name and address of the contractor, and date of your contract with him, in order that I may cover the project with usual indemnity agreement.

Yours very truly,

S MURRAY

CC Mr.R.H.Baldock ✓
Mr.E.A.Collier

RECEIVED
AUG 24 1939
FOR FILING

FA 242-K-1

August 23, 1939

MORRISON-KNUDSEN COMPANY
P. O. Box 1518
Boise, Idaho

Gentlemen:

We are sending you today by express four copies of Contract No. 2205 which was awarded to you by the Oregon State Highway Commission on August 22, 1939, covering the grading of the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Section of the Columbia River Highway, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5, page 14, of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages and relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:[illegible]

(4b)

248-C-1

August 22, 1939

MORRISON-KNUDSEN COMPANY

Boise, Idaho

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for construction of the East Unit, Troutdale-Corbett Station and Bridal-Veil-Benson Park Section of the Columbia River Highway, in Multnomah County. This award was based on your bid of $89,930.00, submitted on July 27, 1939.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

[redacted]

cc - S. H. Probert

gex confirmed

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

File

SALEM OREGON AUGUST 22 1939

MORRISON KNUDSEN COMPANY
BOISE IDAHO

THE STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR CONSTRUCTION OF EAST UNIT TROUTDALE CORBETT SECTION AND BRIDAL VEIL BENSON PARK SECTION OF COLUMBIA RIVER HIGHWAY FOR WHICH YOU SUBMITTED LOW BID ON JULY 27 1939. CONTRACT FORMS FOR SAME WILL BE FORWARDED SHORTLY.

H. B. GLAISYER SECRETARY
OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:MHL

[illegible]

WH

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(40)

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

Received at 437 State St., Salem, Ore., Tel. 3171

RECEIVED
AUG 24 1939

PRH80 23 GOVT DL=PORTLAND ORG 22

R H BALDOCK=

STATE HIGHWAY ENGINEER

REURTEL TODAY WE HEREBY CONCUR IN AWARD OF CONTRACT FOR FEDERAL AID PROJECTS 248-B (1) AND C (1) TO MORRISON KNUDSEN COMPANY=

:LYNCH.

248-B(1) C(1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Secretary

[illegible] contract awarded 8/22/39

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
AUGUST 22, 1939

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

WITH YOUR CONCURRENCE CONTRACT FOR GRADING WORK ON EAST UNIT OF TROUTDALE CORBETT SECTION AND BRIDAL VEIL BENSON PARK SECTION WILL BE AWARDED TODAY TO MORRISON-KNUDSEN COMPANY OF BOISE. ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Secretary

HBG:MML.

[illegible]

RECEIVED
AUG 24 1939
FOR FILING

August 8, 1939

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Mr. Murray:

In response to your request of August 2, I have had two members of the State Highway Commission sign the draft of the agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and the State of Oregon, covering the granting of a license to the state for a temporary private road and undercrossing at Corbett. I am returning both copies of this agreement to you herewith.

It will be appreciated very much if you will secure wire authority from your principals to proceed with the work involved in this agreement.

Thanking you kindly, I remain

Very truly yours,

Secretary

HBG:MML

[illegible]

Form 8010

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
AUG 3 - 1939
STAT [illegible] COMMISSION

~~REFERRED TO~~
R.H.B.
By Asst. State Highway Engineer

August 2,1939

NOTED
State Highway Engineer

Mr.H.B.Glaisyer, Secretary,
State Highway Commission,
Salem, Oregon

Dear Sir:

Referring to your letter July 28th submitting five copies of draft of agreement between the State and the Railroad Company covering the construction of an underpass at Corbett to be used in connection with the reconstruction of the Columbia River Highway at that point:

We have carefully considered your draft,which sets forth in general our understanding,except in one or two particulars,but after giving it further study it was decided to redraft it,chiefly for the following reasons:

1. Section 7 of your draft provides that the State will maintain the underpass structure,whereas it will be necessary for us to do this work with our own forces at the expense of the State.
2. Your draft did not give the Section,Subdivision or location on the railroad where the underpass is to be constructed and we have added this.
3. We also believe it will be necessary to have an exhibit map to show the situation,chiefly for the benefit of our eastern offices where it will be necessary to execute the agreement under our regulations. We have therefore prepared and added such exhibit.
4. Our attorney also feels that in order to pass our eastern officers and for other reasons,the agreement as drafted by you should be further amplified to some extent and you will note that we have done this in our draft.

I therefore return four copies of your draft and the two originals of our draft,which I trust you will find satisfactory. As soon as the redraft has been executed by members of the Commission I will endeavor to secure wire authority from our principals to proceed with this work in order not to delay it unnecessarily.

Yours truly,
S Murray

CC Mr.R.H.Baldock

Form 8010
1-26-2,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

RECEIVED
AUG 3 - 1939
STATE [illegible] COMMISSION

August 2,1939

NOTED ~~REFERRED~~ TO RHB
State Highway Engineer
By Asst. State Highway Engineer

Mr.H.B.Glaisyer, Secretary,
State Highway Commission,
Salem, Oregon

Dear Sir:

Referring to your letter July 28th submitting five copies of draft of agreement between the State and the Railroad Company covering the construction of an underpass at Corbett to be used in connection with the reconstruction of the Columbia River Highway at that point:

We have carefully considered your draft, which sets forth in general our understanding, except in one or two particulars, but after giving it further study it was decided to redraft it, chiefly for the following reasons:

1. Section 7 of your draft provides that the State will maintain the underpass structure, whereas it will be necessary for us to do this work with our own forces at the expense of the State.
2. Your draft did not give the Section, Subdivision or location on the railroad where the underpass is to be constructed and we have added this.
3. We also believe it will be necessary to have an exhibit map to show the situation, chiefly for the benefit of our eastern offices where it will be necessary to execute the agreement under our regulations. We have therefore prepared and added such exhibit.
4. Our attorney also feels that in order to pass our eastern officers and for other reasons, the agreement as drafted by you should be further amplified to some extent and you will note that we have done this in our draft.

I therefore return four copies of your draft and the two originals of our draft, which I trust you will find satisfactory. As soon as the redraft has been executed by members of the Commission I will endeavor to secure wire authority from our principals to proceed with this work in order not to delay it unnecessarily.

Yours truly,
S MURRAY
SMurray

CC Mr.R.H.Baldock ✓✓
Yours July 28th.Above is selfexplanatory.

SHIP AND TRAVEL BY RAIL

July 28, 1939

Union Pacific Railroad Company

Portland, Oregon

Attention: S. Murray
Resident Engineer

Gentlemen:

I am handing you herewith five copies of an agreement between the State of Oregon, the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company relative to the construction of the Troutdale-Corbett and Bridal Veil-Benson Park Sections of the Columbia River Highway, in Multnomah County.

These have been signed by the State Highway Commission. Will you kindly secure execution of these by the proper railroad officials and return all copies to this office for further disposal. We will appreciate your expediting this matter as much as possible so as to permit the awarding of the contract for which bids were taken by the State Highway Commission at its meeting yesterday, July 27, 1939.

Thanking you, I remain

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUL 24 1939
FOR FILING

July 22nd, 1939

Mr. S. Murray
Resident Engineer
Union Pacific Railway Co.
Portland, Oregon

Dear Sir:

With reference to your letter of July 20th, regarding construction of timber underpass at Corbett, I hereby approve the plan as called for on your map marked 'Exhibit A', Drawing A265-192 and Drawing No. A264-DR32.

Will you kindly send me five additional copies of each drawing to be included in a short contract which I have requested Mr. Devers to prepare.

Very truly yours,

State Highway Engineer

R

OREGON STATE HIGHWAY COMMISSION

July 12, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The P. S. and E. documents for Oregon Federal Aid Project No. ER8-D (1), the East Unit, Troutdale-Corbett Section of the Columbia River Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Plans for the temporary undercrossing should accompany the railroad agreement and detailed estimate of cost.

Very truly yours,

W. H. LYNCH,
District Engineer

FORM 2-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JUL 12 1939
STATE HIGHWAY COMMISSION

July 11, 1939

26-2802

Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Confirming our telephone conversation concerning the proposed undercrossing at Corbett and our haul road, I wish to report that Mr. H. J. Roberts estimates the cost of constructing the timber part of the structure as follows:

Equipment Rental	$200
Piling and Timber	700
Labor	1100
	$2000

This figure is ample and with good luck he expects the labor cost may be reduced to $600, making the total $1500.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith

RECEIVED
JUL 13 1939
F

Const
Preliminary

July 11, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In reply to an inquiry made by Mr. Davis, this will advise that both of the quarry sites or borrow pit sites specified as sources of rock embankment materials for the East Unit, Troutdale-Corbett and Bridal Veil-Benson Park Project, Projects 248-B (1) and 248-C (1), are state-owned sites.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

SHP:ER

FORM 5-A-1 10M 2-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 13, 38
FOR FILING

Const
Private
Preliminary

348-B-1

July 11th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

The Troutdale-Dodson project is set up for the September letting in the amount of $160,000 and for the November letting in the amount of $320,000. These may be combined into one letting.

Please submit plans and specifications immediately for a project starting at or near Corbett and running east toward Bridal Veil.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

July 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications, and five copies of right of way statement, for the East Unit, Troutdale-Corbett Section, Project No. 248-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Copies of the agreement with the Union Pacific Company, covering encroachments on this project and FA 248-C (1) were submitted previously with the papers for FA 248-A (1).

The fence to be constructed is for reasons identical to that on FA 248-C (1), and the conditions set forth in our letter of transmittal for that project apply to this project as well.

It is proposed to construct an underpass to the railroad at Station 749+10, where the hauling road enters the quarry, this structure being desirable to eliminate an otherwise serious hazard which will exist during hauling operations. An oral agreement has been entered into with the railroad company concerning the trestle which is to be constructed by their forces. A written agreement is to be subsequently executed, and copies will be sent to you with a detail estimate, as soon as they are received by this department.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER
Encl.

Oregon State Highway Department   Federal Aid Project No. 248-B (1)

EAST HALF, TROUTDALE-CORBETT SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 6, 1939

Clearing and Grading (Sta. 657+00 to 749+10)

All Required	Clearing and Grubbing		$ 2,600.00
20,000 cu. yds.	Common Excavation	$ .25	5,000.00
95,000 cu. yds.	Solid Rock Excavation	.60	57,000.00
115,000 yd. mi.	Truck Haul	.15	17,250.00
All Required	Moving Platform and Trestle at Undercrossing		100.00
66 rods	Fence Construction	1.00	66.00
			$ 82,016.00

Work to be Performed by Union Pacific Company

All Required	Construct Hauling Road Trestle (Sta. 749+10)		$ 1,500.00
		Subtotal	$ 83,516.00
		10% Engr. & Cont.	8,351.60
		Total	$ 91,867.60
	Length	1.745 miles	
	Cost per mile	$ 52,646.18	

Clearing (Sta. 637+00 to 657+00)

All Required	Clearing and Grubbing		$ 600.00
		Subtotal	$ 600.00
		10% Engr. & Cont.	60.00
		Total	$ 660.00
	Length	0.379 mile	
	Cost per mile	$ 1,741.42	

FEDERAL AID FUNDS REQUESTED

Item	**Total Cost**	**Federal Aid Funds**	**State Funds**
Grading & Clearing	$ 91,867.60	$ 55,124.00	$ 36,743.60
Clearing	660.00	396.00	264.00
[illegible]	$ 92,527.60	$ 55,520.00	$ 37,007.60

[illegible] No. [illegible] (1)

All [illegible] of any [illegible] required [illegible]

[illegible]

[illegible]
[illegible] Highway Engineer

By

[illegible]
[illegible] Engineer

[illegible]

EAST UNIT, TROUTDALE-CORBETT SECTION

PROJECT NO. FA 248-B (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 6, 1939

CONTRACT#2206

FA 194-D-2 Smith Point-Youngs Bay 1939
Sec., Oregon Coast Hwy.

2206

194 D(2) R

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SEP 11 1941
FOR FILING

194-D-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9th, 1941

Subject: Smith Point-Youngs Bay Bridge
Roadside Improvement Project
Replacement Planting.

To:

Mr. S. H. Probert
Office Engineer
State Highway Department
Office

Dear Sir:

Reference is made to a letter of September 4th, addressed to Mr. R. H. Baldock by Mr. F. E. Andrews from the Federal Works Agency Public Roads Administration, relative to the replacement planting as required in the specifications for the Smith Point-Youngs Bay Bridge landscape project.

I am attaching hereto a copy of a letter written by Mr. L. D. Mars on October 17th, 1940, and addressed to Mr. F. D. Eason, Division Engineer. I have accordingly made an inspection trip and contacted the field office and have verified at first hand that this work was performed as stated in the letter by L. D. Mars, Resident Engineer. In addition to the replacement covered in Mr. Mars' letter, the Maintenance Department completed on May 21st, 1941, the following replacement planting:

3	Cypress
7	Hemlock
12	Rhododendron

This replacement work was performed by a regular maintenance traveling crew of which Mr. D. W. Stryker was foreman in charge.

Trusting that this information will clear up the questions asked by Mr. Andrews, I remain

Yours very truly,

H. G. SMITH
CONSTRUCTION ENGINEER

By George H. Otten
George H. Otten
Landscape Engineer

GHO:FF
cc to: H. G. Smith
F. D. Eason

Fron

RECEIVED
SEP 13 1941
FOR FILING

[illegible] - 1941 [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1941

194-D-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish in quadruplicate a statement for insertion in the final voucher for Oregon FAP 194-D (2), Smith Point - Young's Bay Landscaping, to the effect that the replacement planting was performed as provided in the specifications, or that none was required.

This was referred to in our letter of December 5, 1939.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. Andrews
F. E. Andrews
Sr. Highway Engineer

Jon

D. G. DeSart

RECEIVED
DEC 7 1940
FOR FILING

111-E-2

December 5, 1940

AETNA CASUALTY & SURETY COMPANY
c/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2206, for roadside improvement on the Smith Point-Youngs Bay Section of the Oregon Coast Highway, in Clatsop County, has been completed by the contractor, D. L. Ashton, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after December 16, 1940.

There is a claim of $469.75, of which you have been previously notified, outstanding against this contractor, for labor performed by Johnson Bros., ~~in the amount of $~~

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $4,498.57, of which $71.12 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MBL

NOTED
D. G. DeSart

COPY

FORM E-30 REVISED 2EM 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Astoria
October 17th, 1940

Subject: Replacement of trees and shrubs
Contract No. 2206

To: F. D. Eason - Division Engr.
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:-

The trees and shrubs that were planted under Contract No. 2206 Smith Point Roadside Improvement, F. A. P. 194-D (2) and which did not leaf out or show groth were replanted by Mr. Pearcey (sub-contractor) on October 3, 1940, as required under the contract.

Yours very truly

(Signed) L. D. Mars
Resident Engineer

cc
George H. Otten
D. L. Ashton

FA 194-D-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon FAP 194-D (2)
Smith Point-Youngs Bay Br. Sec.
Oregon Coast Highway

February 26, 1940

RECEIVED
FEB 27 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jan

Wa4pr-3930

RECEIVED
FEB 27 1940

Form P. R. 2

State Oregon

Federal Aid Project No. 194-D(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of December, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of June, 1933, a project statement, which was approved by the Secretary on the 28th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D (2) of said project which were recommended for approval by the United States District Engineer on the 8th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, two hundred ten and 00/100 dollars ($3,210.00) as the share of the United States payable under said act on account of Section D (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 51, laws 1920.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+58 on Taylor Avenue between Hamburg Avenue and Hall Street in Astoria, and survey station 87+97, the north end of the viaduct on Fifth Avenue, Astoria, (excepting therefrom Section B of said project, between survey station 17+00 and survey station 64+00)

, length 0.765 of a milex in Clatsop County, being Section D (2) of Oregon Federal Aid project No. 194, consisting of 0.765 of a milex of roadway and no bridges, [illegible] of more than 20 feet clear span.

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D (2) of said project shall not in any event exceed the sum of three thousand, two hundred ten and 00/100 dollars ($3,210.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five thousand, three hundred forty-six and 00/100 dollars ($5,346.00), the approved total estimated cost of Section D (2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of FEB 8 1940, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By ______

(Title of officer)

By ______

(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By W. J. O'Leary
~~Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 194-D(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 5,346.00 as the total estimated cost of said project, and the sum of $ 3,210.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of FEB 8 1940

one thousand nine hundred and ....

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By ....
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE [illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1

194-D-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 194-D (2)
Smith Point-Youngs Bay Bridge Sec.
Oregon Coast Highway

December 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Highway Engineer

Jw

RECEIVED
DEC 16 1939
FOR FILING

194-D-2

December 15, 1939

Mr. Arthur Hess
Route 1, Box 23
Astoria, Oregon

Dear Sir:

We thank you for your letter of December 13, advising that your claim, in the amount of $72.00, against D. L. Ashton, has been paid in full. We are correcting our records accordingly.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FA 194-E-2

RECEIVED
1939

DEC 6 - 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

~~H. B. G.~~

This bill and his first letter were in Carl Smith office. Do you want him to have a reply?

J. McF,

acknowledge letter + tell
him we are correcting
our records + show his
claim is paid - settlement
on your cards -

your grass seed from W. Ache.
but I have received
his check in full.

Thank you
Arthur Hess
Rt 1 Box 23
Aurora Ore

305 1939

es1 Rt 1 Box 23

Dr.

Ore

15	$ 72	00

Davis

vis,
way Engineer.

FA 194-D-2

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2 1939
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

RECEIVED
DEC 6 - 1939

#2206

R. H. Baldock.
Salem Oreg.

RECEIVED
DEC 13 1939

Dear Sir

On the 5th I asked you to hold out $72 for bent grass seed from W. [illegible] but since have received his check in full.

Thank you
Arthur Hess
Rr 1 Box 23
Astoria Ore

30 1939

ess Rr 1 Box 23

Dr.

Ore.

15	$ 72	00	

Davis

avis,
way Engineer.

For-

FA 194-D-2

RECEIVED DEC 22 1939 FOR

RECEIVED DEC 6 - 1939 STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

1

Nov 30 1939

M Arthur Hess Rt 1 Box 23

To Dan Ashton Dr.

Terms Cash Lebanon Ore.

		180 lbs Bent grass seed @ 40¢	$ 72	00		

highway

Arthur Hess
Rt 1 Box 23
[illegible] Ore

Davis

Davis,
ghway Engineer.

FA 194-D-2

RECEIVED DEC 2 1939 FOR FI

DEC 6 - 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

Dec 6 - 39

To date this bill has not been paid. Will you kindly hold out the amount when making the final settlement.

The seed was used for seeding the plot at Smiths point along the highway

Arthur Hess
Rt 1 Box 23
Astoria Ore

ject No. 194-D
n Landscaping,
e on
submitted
the replacement
performed as

yours,

H,
ngineer.

Davis

Davis,
ghway Engineer.

FA 194-D-2

RECEIVED
2 1939

DEC 6 - 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 5, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 194-D (2), Smith Point-Young's Bay Bridge Section Landscaping, was made by a representative of this office on November 14, 1939. The final voucher when submitted should be accompanied by a statement that the replacement planting--should any be required--has been performed as provided in the specifications.

Very truly yours,

W. H. LYNCH,
District Engineer.

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

RECEIVED
DEC 14 1939
~~FOR FILING~~

FA 194-D-2

November 7, 1939

Mr. J. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Smith Point-Youngs Bay Bridge Section, Project No. FA 194-D (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. N. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 194-D (2)

SMITH POINT-YOUNGS BAY BRIDGE SECTION
OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 6, 1939

Roadside Improvement

1,100 cu. yds.	Slope Excavation	$ 1.25	$ 1,375.00
2,000 cu. yds.	Top Soil Excavation	1.00	2,000.00
All Required	Shaping and Leveling Plant Area		75.00
All Required	Pipe Line Irrigating System		420.00
90 M-sq. ft.	Preparation and Seeding of Grass Areas	1.50	135.00
All Required	Furnishing and Planting Trees and Shrubs (93%)		697.50
19 bales	Peat Moss	5.00	95.00
0.45 ton	Commercial Tankage	50.00	22.50
2 only	Concrete Catch Basins	20.00	40.00
		Subtotal	$ 4,860.00
		10% Engr. & Cont.	486.00
		Total	$ 5,346.00

Length 0.765 mile
Cost per mile $ 6,988.23

Federal Aid Funds Requested- $ 3,210.00
State Funds- 2,136.00

$ 5,346.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Form E-1—6M—3-39

111-17-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 4, 1939

Section Smith Point Youngs Bay

Kind of work Road Side Improvement

Highway Oregon Coast

Section prefix 4-1109

Contractor D. L. Ashton

Contract number 2206

Date of contract August 31, 1939

Date of completion November 31, 1939

Date work started September 19, 1939

Estimated date of completion , 193

Amount of contract $ 5,412.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 4920.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 395.00, %

Date project was completed November 4, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr otten was here on Friday and requested that the trees and shrubs be trimmed before he would give his final approval. Tis was done ~~xxxxxx~~ Saturday and the Bureau notified that the job was completed on November 4, 1939.

RECEIVED
NOV 7 - 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
RAY WEBBER

Signed L. D. Mars

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

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OCT 30 1939
F[illegible]

194-D-2

October 27, 1939

Johnson Brothers,
Route 1, Box 642
Astoria, Oregon

Gentlemen:

This acknowledges your letter of October 25 advising us of your claim against D. L. Ashton for services rendered him in connection with State Highway Contract No. 2206 covering roadside improvement between Smiths Point and Youngs Bay, Astoria.

In connection with this contract, as in all state highway contracts, the contractor was required to furnish the State with a surety bond for the protection of creditors and to insure the satisfactory completion of the project. Such a bond was furnished by Mr. Ashton and was written by the Aetna Casualty and Surety Company, for whom Bates, Lively & Pearson are the local agents with offices in the Yeon Building, Portland. I would suggest that you file your claim with these agents and that you also file notice of the same with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

In accordance with our practice, I am today calling the attention of the contractor and the surety to this claim and trust that you will receive satisfactory settlement thereof in the near future.

Yours very truly,

Secretary

RBG:MG

encl.

REFERRED TO
McFarland
SECRETARY

October 27, 1939

Aetna Casualty & Surety Co.,
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are enclosing a copy of a letter received today from Johnson Brothers of Astoria in which they advise that they have a claim against D. L. Ashton for services rendered in connection with State Highway Contract No. 2206. This contract covers the roadside improvement work between Smiths Point and Youngs Bay on the Oregon Coast Highway, in Clatsop County.

This information is sent to you inasmuch as you are the surety on the bond furnished in connection with this project.

Yours very truly,

Secretary

HBG:MC

cc - D. L. Ashton,
Lebanon, Oregon

#

Route 1 Box 642
Astoria, Oregon
October 25, 1939

RECEIVED
OCT 27 1939

State Highway Commission
Salem Oregon

Gentlemen:

Referring to the work of beautifying the Smith Point area in Astoria, Oregon, we have a bill against the contractor amounting to $469.75 for bulldozing, disking and harrowing.

Up to date we have received $200.00, and we wish to know if there is any way of being assured of receiving the balance.

Sincerely yours,

Johnson Brothers

H. B. GLAISYER

FA 194-1c-2

September 22, 1939

Mr. D. L. Ashton,
887 Second Street
Lebanon, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of each of the following contracts which were awarded to you on August 31, 1939:

Contract No. 2204 covering roadside improvement on the Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway, in Clatsop County

Contract No. 2208 covering roadside improvement on the North Roseburg Section of the Pacific Highway, in Douglas County.

These copies of the above contracts are for your records and files. We are also furnishing the surety on your bond one copy each of these contracts.

Yours very truly,

Secretary

HBG:MS

FA 194-E-2

September 22, 1939

The Aetna Casualty & Surety Co.,
c/o Bates, Lively, & Pearson,
Yeon Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one copy each of State Highway Contracts Nos. 2206 and 2208 which were awarded to D. L. Ashton of Lebanon, on August 31st, 1939, covering roadside improvement projects on the Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway and the North Roseburg Section of the Pacific Highway, respectively. These copies are for your files inasmuch as you appear as surety on the bond furnished in connection with these jobs.

Yours very truly,

HBG:MG

Secretary

174-D-2

THE AETNA CASUALTY AND SURETY COMPANY
Hartford, Connecticut

C
O
P
Y

Portland, Ore.
September 9th, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 2206 -- D. L. ASHTON, Contractor.
Smith Point-Youngs Bay Bridge Sec. of the
Oregon Coast Highway in Clatsop County, Ore.

Contract No. 2208 -- D. L. ASHTON, Contractor.
North Roseburg Sec. of the Pacific Highway, in
Douglas County, State of Oregon.

We are pleased to advise that we are today mailing to you by express under separate cover, the two above mentioned contracts in quadruplicate, we having executed contract bonds thereon.

In this connection, after the two contracts have been approved by the Commissioners and State Highway Engineer, we shall appreciate your forwarding to this office, a copy of each for the completion of our records.

We trust that the enclosures will be found in order.

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents

By: Phil M. Lively
Manager -- Bond Department

MAB

cc: Mr. D. L. Ashton
887 - 2nd St
Lebanon, Oregon

194-D-2

September 5, 1939

Mr. D. L. Ashton,
867 - 2nd Street
Lebanon, Oregon

Dear Sir:

We are forwarding to you today, by express, four copies of the following contracts which were awarded to you by the State Highway Commission on August 31, 1939:

Contract No. 2206 covering roadside improvement on the Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway in Clatsop County.

Contract No. 2208 covering roadside improvement on the North Roseburg Section of the Pacific Highway, in Douglas County.

Will you please execute all four copies of each of these contracts as to agreement and bond and return all copies to this office for approval by the State Highway Commission. After they have been so approved a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph relating to the Workmen's Compensation Act under Section 5 of the General Provisions. You are expected to accept the terms of this act and to carry on your work in connection with these projects in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the blue printed provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

194-D-2

September 1, 1939

Mr. D. L. Ashton

Lebanon, Oregon

Dear Sir:

The State Highway Commission on August 31, 1939, awarded you the contract for 1.66 miles of roadside improvement on the Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway, in Clatsop County. This award was based on your low bid of $4,920 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc-Mr. S. H. Probert
Mr. G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP - 5 193

August 31, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 194-D (2), Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway, to D. L. Ashton, Lebanon, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 16 1939
STATE [illegible] COMMISSION

August 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers covering roadside improvement on Oregon Federal Aid project No. 194-D (2), in Astoria.

Receipt is today acknowledged of revised proposal sheets Nos. 1, 9 and 12 covering the following discrepancies in the special provisions:

Page 1, date of opening changed to August 31, 1939
Page 9, the species of arbutus misspelled
Page 12, date of watering plants corrected from
May 15, 1930 to May 15, 1940.

We are advised that this project appears to be satisfactory and will be recommended for approval.

Authority is hereby given to advertise this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

August 5, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 194-D (2), the Smith-Point-Youngs Bay Section of the Oregon Coast Highway, in Astoria, have today been forwarded for review. We are not authorizing advertising pending review and action by our Regional and Washington offices.

While you state the mile between Stations 17+00 and 64+00 is to be improved by the State as a non-participating item, differences in the items shown in the proposal and the Federal Aid estimate are so small as to indicate the non-participating work will be practically nothing. An inspection of this section shows where considerable work could be done to improve the appearance.

As covered in telephone conversation with Mr. Probert, two copies of the landscape analysis report were received. Please submit three copies for future projects. Also there were attached to this report one print each of four photographs with no descriptions or identifying marks except Nos. 1, 2, 3 and 4. We should be furnished two more prints of each photo with descriptions.

Very truly yours,

W. H. LYNCH
District Engineer

Original handed to
Geo. Otten for reply

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 25
STATE HIGHWAY COMM

July 24, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Nash's letter of July 22, 1939, in answer to our letter of July 14 regarding Oregon FAP 194-D (2), Smith Point - Young's Bay Section.

You state that very little landscaping is to be done on the mile section formerly improved as NRM 194-B, and, therefore, no Federal co-operation was requested. However, we should be advised in detail as to just what work the State intends to do, as without such work, there is considerable doubt as to whether it would qualify as a comprehensive roadside improvement.

Attention is again called to the last paragraph of our letter of September 28, 1937, regarding Oregon Federal Aid Project No. 36-C. It will be necessary that we be furnished a landscape analysis before forwarding the P. S. and E. papers for review.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

NOTED
C. H. OTTEN

July 22, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 14, 1939, concerning the Smith Point-Youngs Bay Section, Project No. FA 194-D (2) on which P. S. & E. papers were submitted for a roadside improvement project.

The proposed work, likewise, includes improvement of the section covered by Project No. NRM 194-B and it was originally intended to request Federal Aid on that section as well. However, the nature of the topography on NRM 194-B is such that very little landscaping is possible and the cost being so small it was decided to not ask Federal cooperation but to do the work as a State project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUL 15 1939
OREGON
STATE HIGHWAY COMMISSION

July 14, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Nash's letter of July 10, transmitting P. S. and E. documents for proposed Oregon Federal Aid Project No. 194-D (2), the Smith Point-Young's Bay Bridge Section of the Oregon Coast Highway.

In your letter of June 26, 1939, requesting the addition of this project to the 1939 Regular Federal Aid Program as a minor change, this project was shown with a net length of 1.7 miles. We considered this length would make a comprehensive roadside improvement project, but in submitting the P. S. and E., only a park of approximately 1650 feet in length at the east end and the planting of some seven small groups of trees or shrubs in a distance of 2000 feet at the west end near the Young's Bay Bridge comprised the project, leaving a mile between with no work whatsoever. This cannot be considered a comprehensive project, as mentioned in our letter of April 28, 1939, covering Oregon Federal Aid Project No. 147-H, the Brothers-Oasis Project. Also, reference is made to our letter of October 26, 1938, relative to Federal Aid Project No. 38-C (2), Pendleton, and the last paragraph of our letter of September 28, 1937, relative to Federal Aid Project No. 36-C, The Dalles Section.

On the project under discussion, it is our opinion that a comprehensive roadside improvement could be obtained if the entire 1.7 miles were properly improved. We are willing to forward the P. S. and E. papers as submitted for review by the Regional and Washington Offices but request that we be advised of your reasons for not improving the mile gap previously paved as NRM 194-B, before forwarding.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

July 10, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement for the Smith Point-Youngs Bay Bridge Section, Project No. FA 194-D (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 194-B (2)

SMITH POINT-YOUNGS BAY BRIDGE SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 10, 1939

Roadside Improvement

1,100	cu. yds.	Slope Excavation	$ .60	$ 660.00
2,000	cu. yds.	Top Soil Excavation	.75	1,500.00
All Required		Shaping and Leveling Plant Area		100.00
All Required		Pipe Line Irrigating System		500.00
90	M-sq. ft.	Preparation and Seeding of Grass Areas	10.00	900.00
All Required		Furnishing and Planting Trees and Shrubs (93)		930.00
19	bales	Peat Moss	6.00	114.00
0.45	tons	Commercial Tankage	60.00	27.00
2	only	Concrete Catch Basins	50.00	100.00
			Subtotal	$ 4,831.00
			10% Engr. & Cont.	483.10
			Total	$ 5,314.10

Length　0.765 mile

Cost per mile　$ 6,946.53

Federal Aid Funds Requested- $ 3,190.00

State Funds- 2,124.10

$ 5,314.10

SMITH POINT-YOUNGS BAY BRIDGE SECTION

PROJECT NO. FA 194-D (2)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

July 10, 1939

CONTRACT# [redacted] 2207

FAS 213-J-1 Jewell Banzer Br. Proj., 1939
Nehalem Hwy.

2207

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Stencil No. 12

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 27, 1942

FAS 213-J-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 213-J (1)
Jewell-Banzer Bridge Section
Nehalem Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

wa4pr-5288

Section J(1)
Oregon Federal Aid Secondary Project No. FAS 213

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 8, 1940 by the Oregon State Highway Commission, and on May 22, 1940 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Secondary Project No. FAS 213, Section J(1); and

WHEREAS, the Oregon State Highway Commission has requested the Administrator to approve a revision of the estimate for said project to provide for increasing the Federal funds, and by reason thereof has requested that the Federal funds approved and set aside to the credit of the project be increased from $19,000.00 to $33,597.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-three thousand, five hundred ninety-seven and 00/100 dollars ($33,597.00) as the share of the United States payable under said act on account of Section J(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section J(1) of said project shall not in any event exceed the sum of thirty-three thousand, five hundred ninety-seven and 00/100 dollars ($33,597.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-one thousand, three hundred seventy-three and 40/100 dollars ($61,373.40), the approved total estimated cost of Section J(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on May. 29, 1942, and the Administrator on JUN 29 1942.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By Herman Oliver
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By ______________________
Acting Commissioner of Public Roads

Oregon Federal Aid Secondary Project No. FAS 213.
Section J(1).

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 213-J(1)

State of Oregon

Second. That in accordance with said provisions I have approved the sum of $61,373.40 in lieu of the $19,000.00 approved by Certificate dated May 22, 1940. as the total estimated cost of said project, and the sum of $33,597.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______

one thousand nine hundred and JUN 29 1942

Federal Works Administrator,

By ______
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

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MAY 26 1942
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

May 22, 1942

FAS 213-J-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 213-J (1)
Jewell-Banzer Section
Nehalem Highway

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications~~.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

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MAR 23 1942
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FAS 213-J-(1)

March 21, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Jewell-Benner Bridge Section, Project No. FAS 213-J (1).

The amount of Federal Aid Secondary funds requested has been increased from $19,000.00 to $33,597.00.

We are likewise enclosing two copies of the "Summary of Completed Federal Aid Work" which was not included with the final voucher submitted on March 17, 1942.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/RR

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-J (1)

JEWELL-BANZER SECTION OF THE

NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 19, 1942

All Required		Clearing and Grubbing		$ 500.00
2,200	cu. yds.	Removing Slides	$ .25	550.00
500	cu. yds.	Trench Excavation	1.00	500.00
200	lin. ft.	9" Perforated Corr. Iron Pipe	1.20	240.00
30	lin. ft.	12" Corr. Iron Pipe	1.20	36.00
400	lin. ft.	18" Corr. Iron Pipe	1.50	600.00
40	lin. ft.	24" Corr. Iron Pipe	2.00	80.00
60	lin. ft.	36" Corr. Iron Pipe	5.00	300.00
140	lin. ft.	36" Extra Strength Corr. Iron Pipe	6.00	840.00
130	lin. ft.	Salvaging Culvert Pipe	1.00	130.00
50	cu. yds.	Rock Backfill in Drains	2.00	100.00
14,500	cu. yds.	1½" - 0" Rock in Base	1.10	15,950.00
105,000	yd. mi.	Hauling Rock Base, Truck Measure	.08	8,400.00
1,500	cu. yds.	Filler	.25	375.00
1,500	yd. mi.	Hauling Filler	.10	150.00
1,200	M-gals.	Sprinkling	1.00	1,200.00
12.5	miles	Preparation of Base	200.00	2,500.00
4,450	cu. yds.	Mineral Aggregate in Place	2.70	12,015.00
136	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	2,720.00
242	tons	Light Tar in Binder Course	16.00	3,872.00
296	tons	Heavy Tar in Place	16.00	4,736.00
			Subtotal	$ 55,794.00
			10% Engr. & Cont.	5,579.40
			Total	$ 61,373.40

Length of Roadway	12.200 miles
Length of Bridges	.329 mile
Total Length	12.529 miles
Cost per mile	$ 4,898.50

Note: Oiling is to be constructed across bridges.

FAS Funds Requested- -	$ 33,597.00
State Funds- -	27,776.40
	$ 61,373.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 24^{B}, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 24^{F}, laws 1931

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FAS 213-J-1

November 8, 1941

Norblad & Norblad
Attorneys
Astoria, Oregon

Gentlemen:

In accordance with your memorandum of November 6, we advise that O. C. Yocom's contract No. 2207 for surfacing and oiling the Jewell-Banzer Bridge Section of the Nehalem Secondary Highway, was awarded as of August 31, 1939. All work thereon was completed July 27, 1940, and accepted by the Highway Commission on October 11, 1940.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. C. DeSart

MEMORANDUM

November 6, 1941

TO State Highway Commission
Salem, Oregon

FROM

NORBLAD & NORBLAD
ATTORNEYS
ASTORIA : : OREGON

RE:

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7 - 1941
STATE HIGHWAY COMMISSION

Gentlemen:

Will you please advise the date upon which your contract No. 2207, which is a contract between yourselves and O. C. Yocum, was completed.

Will you please further advise the date upon which this contract was entered into.

Thanking you for this information, we are

Very truly yours
NORBLAD & NORBLAD

By Walter Norblad.

WN:S

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DEC 20 1940
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FAS 213-J-1

December 18, 1940

Howard-Cooper Corporation
307 S. E. Hawthorne Blvd.
Portland, Oregon

Attention: B. A. Wilson

Gentlemen:

Responding to your inquiry of December 17 you are advised that O. C. Yocom's contract, No. 2207, for surfacing and oiling the Jewell-Banner Bridge Section of the Nehalem Secondary Highway was completed on July 27, 1940, and was accepted by the State Highway Commission on October 11, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

COOPER, President L. W. GARDNER, Vice E. C. LUNDQUIST, Secy-Treas. G. S Y, Sales Manager F. R. CATTON, Pur Agent

HOWARD COOPER
CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S. E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
KLAMATH FALLS
SEATTLE, WASH.
SPOKANE, WASH.

Dec. 17, 1940

Oregon State Highway Commission
Salem, Oreg.

Gentlemen:

Please advise us the dates of completion and acceptance of the O. C. Yocom State Highway contract at Jewell, Oregon, known as contract No. 2207.

Your prompt attention to the above will bear our full appreciation.

Yours truly,

HOWARD-COOPER CORPORATION

B. A. Wilson
PL.
B.A. Wilson

BW:PL

RECEIVED
DEC 23 1940
FOR FILING

FAS 213-J-1

December 16, 1940

Howard-Cooper Corporation
307 S. E. Hawthorne Blvd.
Portland, Oregon

Attention: D. A. Wilson

Gentlemen:

This acknowledges receipt of your letter of December 12, 1940, requesting information regarding O. C. Yocom's contract at Jewell, Oregon.

The contract to which you refer is known as State Highway Contract No. 2207 and is for 12.53 miles surfacing and oiling on the Jewell-Banzer Bridge Section of the Nehalem Secondary Highway, in Clatsop and Columbia Counties.

Very truly yours,

Secretary

HC:AM

COOPER, President L. W. GARDNER, V E. C. LUNDQUIST, Secy-Treas. ERBY, Sales Manager F. R. CATTON, Pur. Agent

HOWARD COOPER
CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S. E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
KLAMATH FALLS
SEATTLE, WASH.
SPOKANE, WASH.

Dec. 12, 1940

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1940

State Highway Department
State of Oregon
Salem, Oreg.

Gentlemen:

Will you kindly advise us, at your earliest convenience, the job number and description of the O. C. Yocom State Highway Project at Jewell, Oregon.

Your prompt attention to the above will bear our full appreciation.

Yours truly,

HOWARD-COOPER CORPORATION

B. A. Wilson

BW:PL

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NOV 19 1940
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FAS 312-G-1

November 18, 1940

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner
Division Credit Manager

Gentlemen:

In response to your inquiry of November 6, 1940, I am pleased to advise that O. C. Yocom's contract with the State Highway Commission, No. 2207, was accepted by the Commission on October 11, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
NOV 7 - 1940
STATE HIGHWAY COMMISSION

November 6, 1940

State of Oregon
Highway Department
Salem, Oregon

Gentlemen: Attention: Mr. Glaisyer

Re: O. C. Yocom
Contract No. 2207

The last report we had from you on the above contract indicated that the acceptance date of the job would probably be established in October. Are you able to advise us now the official acceptance date?

Stamped and addressed envelope is enclosed.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

Mr. Hart
prepare reply
[illegible]

R.H. Baldock

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State Highway Engineer

FINAL COST ANALYSIS
Surface and Oil
November 16th, 1940

Jewell-Banzer Bridg
Contract # 2207
O. C. Yocum, Contractor

Nehalem River Highway
Prefix 104-1033
J. C. Chapman, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	154.12					500.00
Removing Slides	244.58	1,448	Cu Yd	0.17	0.25	362.00
Trench Excavation	1,006.88	941.01	" "	1.07	1.00	941.01
9" Perf. Corr. Iron Pipe	176.54	182	Lin Ft	0.97	1.20	218.40
18" Corr. Iron Pipe	645.14	430	" "	1.50	1.50	645.00
24" " " "	254.60	130	" "	1.96	2.00	260.00
36" " " "	232.40	56	" "	4.15	5.00	280.00
36" Extra Str. Iron Pipe	779.12	136	" "	5.74	6.00	816.00
Salvage Culvert Pipe	79.89	155	" "	0.57	1.00	155.00
Rock Backfill in Drains	197.24	73.05	Cu Yd	2.70	2.00	146.10
1¼"-0" Rock in Base	24,216.73	14,568	" "	1.66	1.10	16,024.80
Hauling Base Rock	7,418.70	98,932	Yd Mi	0.075	0.08	7,914.56
1¼"-0" Cr. Rock in Trucks at Bunkers	964.33	660.5	Cu Yd	1.46	1.00	660.50
1¼"-0" " " " Stockpile	5,915.20	3,674.04	" "	1.61	1.10	4,041.44
3/4"-½" " " " "	940.83	577.2	" "	1.63	1.20	692.64
½"-¼" " " " "	675.99	414.72	" "	1.63	1.20	497.66
¼"-0" " " " "	326.00	200.00	" "	1.63	1.20	240.00
Hauling Cr. Rock, Pile Measure	851.61	10,419.21	Yd Mi	0.08	0.10	1,041.92
Preparation of Base	426.33	12.5	Mile	34.10	200.00	2,500.00
Mineral Aggregate in Place	11,413.40	4,568	Cu Yd	2.49	2.70	12,333.60
RC-3 Asphalt in Seal Coat *	2,351.40	127.125	Tons	18.49	20.00	2,542.50
Lt. Tar in Binder *	4,192.04	243.95	"	17.18	16.00	3,903.20
Heavy Tar in Place *	6,176.37	367.39	"	16.81	16.00	5,878.24
Screen Rejections	134.22	536.89	Cu Yd	0.25	0.25	134.22

FINAL COST ANALYSIS
Con't.
Jewell-Banzer Bridge

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Hauling Rejections	174.41	1,744.05	Yd Mi	0.10	0.10	174.41
P.A.#1 3"-0" Rock in base at S.P. Sites	252.20	252.5	Cu Yd	1.00	1.00	252.50
P.A.#2 Hauling 3"-0" Rock	111.36	1,392	Yd Mi	.08	0.08	111.36
P.A.#2 " Slide Material	149.40	1,494	" "	0.10	0.10	149.40
Cook House	2,477.98					1,532.15
P.O. # 4510						
3/4"-½" Cr. Rock in S.P.	712.94	315.46	Cu Yd	2.26	2.30	725.56
1/2"-¼" " " " "	311.70	137.92	" "	2.26	2.30	317.22
¼"-1/8" " " " "	284.71	125.98	" "	2.26	2.30	289.75
P.O. # 4511						
3/4"-1/2"	1,062.74	398.03	Cu Yd	2.67	2.60	1,034.88
1/2"-1/4"	582.09	218.01	" "	2.67	2.60	566.83
1/4"-1/8"	764.85	286.46	" "	2.67	2.60	744.80
	$76,658.34					$68,627.65

Total Cost	$76,658.34
Gross Revenue	68,627.65
Net Loss	$8,030.69

Net Loss Equals 11.7%

JEWELL-BANZER BRIDGE

Detail of Cost

LABOR:

Supervision	$ 1,091.10	
Labor	20,960.30	
S. I. A. C.	1,433.34	
S. S. & Unemployment	822.06	
		$ 24,366.80

MATERIALS:

9" Perf. Corr. Iron Pipe	182	Lin Ft @	$ 0.62	112.84	
9" Bands	7	Each @	.80	5.60	
18" Corr. Iron Pipe	430	Lin Ft @	1.02	438.60	
18" Bands	13	Each @	1.53	19.89	
24" Corr Iron Pipe	130	Lin Ft @	1.58	205.40	
24" Bands	4	Each @	1.90	7.60	
36" X-Str. Corr Iron Pipe	136	Lin Ft @	3.70	503.20	
36" X-Str. Bands	6	Each @	3.23	19.38	
36" Corr. Iron Pipe	56	Lin Ft @	3.05	170.80	
36" Bands	2	Each @	2.99	5.98	
Maintenance Rock (purchased from Tidepoint Co)	742.5	Cu Yd @	1.35	1,002.37	
					$ 2,491.66

EQUIPMENT RENTAL & MISC. SUPPLIES:

Equipment Rental, Inc. Repairs	17,494.00	
Hired Trucks	6,723.36	
Gas, Oil and Grease	4,400.37	
Plant Set Up, Lumber & Supplies	441.85	
Explosives	2,174.13	
Drill Steel	451.90	
Miscellaneous Supplies	395.94	
Camp Supplies and Cook House	1,600.19	
Bond	688.17	
Office	207.40	
Move In, Cartage	790.07	
Repairs to Hired Equipment	400.00	
Home Office & General Overhead	2,064.51	
		$ 37.831.89

SUB-CONTRACTORS: BABLER BROS:

Furnish & Place RC-3 Road Oil	127.125	Tons @	$17.20	2,186.55	
" " Lt. Tar	243.95	" @	16.00	3,903.20	
" " Heavy Tar	367.39	" @	16.00	5,878.24	
					11,967.99
				Total Cost	$ 76,658.34

JEWELL-BANZER BRIDGE

Breakdown of Rock Production Cost

	Cost	Quantity	Unit	Unit Cost
Strip and Develop Quarry	$ 1,040.55	25,727.37	Cu Yd	0.040
Move In and Set Up Plant	1,632.53	"	" "	0.064
Drill and Shoot Quarry	8,265.13	"	" "	0.321
Load in Quarry	5,574.60	"	" "	0.217
Haul to Crusher	4,594.00	"	" "	0.179
Crushing	11,355.10	"	" "	0.441
Overhead, Supv. & Prorateable	5,161.05	"	" "	0.201
Cost in Bunkers	$37,602.96	25,727.37	Cu Yd	1.463
Maintenance of Hauling Road	615.32	25,727.37	Cu Yd	0.024
Handle 1¼"-0" Surfacing on Road	2,253.06	14,568	Cu Yd	0.155

Plant operated 968 hours averaging 26.6 cubic yards per hour.

JEWELL-BANZER BRIDGE

Remarks:

This contract, which required the surfacing and oiling of a 12.5 mile section of the Nehalem River Highway, was bid on August 31, 1939. The constractor started work on September 7, 1939 and completed the work on July 27th, 1940.

The contractor set up the crushing plant at the Northrup Creek quarry, and production was begun on October 16th. A Universal 20" x 36" Jaw powered with a P.D. 80 motor, was used for a primary crusher, and the recrushing and screening was handled by the contractors' Austin-Western portable plant. The rock was loaded in the quarry with a 3/4 yard shovel, and two 3 yard trucks were used on the haul to the crusher. The rock ledge, in which the quarry was situated, was divided by a small creek, and the contractor decided to alternate his quarrying operations between the faces. The stripping costs were high, and the removal of unusable material which slid into the quarries increased his costs. The contractor was also responsible for the maintenance of the 3.3 miles of county road which connected the quarry to the highway. This maintenance required the removal of slides, repairing a bridge, the placing of about 800 yards of rock and use of a patrol grader. The plant production averaged only 27 cubic yards per hour, and most of the loss on the contract originated on the crushing operations.

The 1-1/4-o" rock for surfacing was produced first and was in place on January 24th. As the hauling road was in very poor condition at that time, the contractor decided to place the oiling aggregate and maintenance rock in a temporary stockpile 1/2 mile from the plant. The contractor secured two purchase orders totaling 1,482 cubic yards in addition to the maintenance rock in the contract. He decided to fill these orders from rock that had been placed in the temporary stockpile, and as his plant had been removed, he purchased 742.5 cubic yards from the Tidepoint Company to complete the maintenance stockpiles required in the contract.

Babler Brothers sub-contracted the placing of the oil, and the contractor placed the mineral aggregate. The contract shows a considerable loss, which was due chiefly to a very difficult quarry.

E. H. CLYMER
Cost Analyst

By

V. R. Jones

RECEIVED
NOV 13 1940

FHS 213-J-1

November 13, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of November 12, 1940, with copies inclosed of a claim which has been filed by Ellis Donovan against the bond taken from O. C. Yocom in connection with state highway contract No. 2207, Jewell-Banzer Bridge Section of the Nehalem Highway, in Clatsop and Columbia Counties.

In accordance with our usual practice we are today notifying the bonding company and the contractor that the claim has been filed.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 12, 1940

State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Enclosed are copies of a notice of claim by Ellis Donovan for labor and material furnished in the sum of $205.84 against the bond taken from O. C. Yocum, principal, and the United States Fidelity and Guaranty Company, surety, for work on the Jewell-Banjer Bridge, contract no. 2207.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl Snell

Secretary of State

S:FL

Enc.

COPY

October 2, 1940

To the State of Oregon, through its State Highway Commission, and to the State Highway Commission of said State:

Notice is hereby given that the undersigned, Ellis Donovan, has a claim for furnishing labor and hauling for O. C. Yocum, furnished in hauling rock from the rock piles of said O. C. Yocum to the location of certain work which said O. C. Yocum was performing under a certain contract hereinafter mentioned, in connection with said work, furnishing of labor, trucks, and supplies necessary to perform the work, in the sum of $205.84 against the bond taken from the United States Fidelity & Guaranty Company by O. C. Yocum for the work in performing a certain contract with the State of Oregon, by and through the State Highway Commission thereof, this being known as the Jewell-Benjer bridge contract, and being contract No. 2207 of the said State of Oregon, by and through its State Highway Commission.

ELLIS DONOVAN

ENDORSED:

File No. 2961
Filed November 12, 1940
EARL SNELL, Secretary of State

November 13, 1940

United States Fidelity & Guaranty Co.
C. A. Tomassene, Agent
614 Wilcox Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by Ellis Donovan against the bond taken from O. C. Yocom in connection with state highway contract No. 2207, Jewell-Banzer Bridge Section of the Nehalem Secondary Highway, in Clatsop and Columbia Counties.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

cc - O. C. Yocom
Willamina, Oregon

RECEIVED
NOV 1 1940
FOR FILING

FAS 213 - J - 1

November 2, 1940

U. S. FIDELITY & GUARANTY CO.
C. A. Tomassene, Resident Agent
614 Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2207, for surfacing and oiling the Jewell-Banzer Bridge Section of the Nehalem Secondary Highway, in Clatsop and Columbia Counties, has been completed by the contractor, O. G. Yocom and that final settlement will be made by the state with said contractor, for work done under said contract, on or after November 12, 1940.

There is a claim filed against this project, of which you have been notified, in the sum of $205.84.

This notice is served upon you since you appear as surety for the above contractor on his bond. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $63,416.46, and that no force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DOD:MBL

NOTED
D. G. DeSart

RECEIVED
OCT 7 1940
FOR FILING

FAS 273-J-1

October 7, 1940

SHELL OIL COMPANY
1220 S.W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner, Division Credit Mgr.

Gentlemen:

Re: O. C. Yocom
State Highway Contract No. 2207

In reply to your inquiry of October 4, 1940, with regard to the above contract, you are advised that this contract was completed July 27, 1940, but has not yet been accepted. It will probably come up for acceptance at the next meeting of the Commission, October 10.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MEL

NOTED
D. G. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

October 4, 1940

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

Re: O. C. Yocum
Contract No. 2207

In our letter of September 18 we requested a progress report on the above job. As the information has not been received, we thought possibly our letter had been overlooked.

Will you kindly advise the status of this contract and give us completion and acceptance dates if the work is finished?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

Delsart
Prepare reply
[illegible]

RECEIVED
OCT 1 1940
FOR FILING

FAS 213-9-1

September 30, 1940

United States Fidelity & Guaranty Co.
Mr. C. A. Tomassene, Agent
614 Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the contractor, O. C. Yocom, on Contract No. 2207, Jewell-Banzer Bridge Section of the Nehalem Secondary Highway in Clatsop and Columbia Counties. This payment will be made on or after October 10, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By:

Secretary

RS

RECEIVED
SEP 25 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FAS 213-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

STATE HIGHWAY COMMISSION

August 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 213-J (1), Jewell-Banzer Bridge Section ______, was made by a representative of this office on August 27, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

For

D. G. DeSart

FAS 213-J-1

RECEIVED
AUG 23 1940
FOR FILING

RECEIVED
23 1940

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

August 22, 1940

Oregon State Highway Commission
Salem, Oregon

Re: Bond #58666-12-618-39 O. C. YOCOM

Gentlemen:

Please refer to our letter of July 30 in which we enclosed a status report in connection with Mr. Yocom's contract for the Jewell-Banzer Bridge Section of Nehalem Secondary Highway in Clatsop and Columbia Counties and return said report to us in order that we keep our file up to date.

We thank you for your kindness in attending to this matter.

Yours very truly,

Surety Superintendent

mn

NOTED
D. G. DeSart

RECEIVED
AUG 2[illegible]1940
FOR FILING

RECEIVED
[illegible] 31 1940
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

July 30, 1940

Oregon State Highway Commission
Salem, Oregon

Re: Bond #58666-12-618-39 O. C. Yocom

Gentlemen:

We enclose our Status Report in connection with the above captioned performance bond. Will you please complete same and return to us in order that we keep our file up to date.

We also enclose a self-addressed stamped envelope for your convenience in replying.

Yours very truly,

Raymond C. Weiss
Surety Superintendent

mn

enc. 2

NOTED
D. G. DeSart

RECEIVED
AUG 13 1940
FOR FILING

FHS 213-J-1

August 12, 1940

United States Fidelity &
Guaranty Co.,
C. A. Tommasone
614 Wilcox Building
Portland, Oregon

Gentlemen:

We have been advised that Ellis R. Donovan has a claim amounting to $205.84 against the bond furnished by O. C. Yocom in connection with State Highway Contract No. 2207 which was awarded to Mr. Yocom for the surfacing and oiling of the Jewell-Banner Bridge Section of the Nehalem Secondary Highway, in Clatsop and Columbia Counties. This claim represents hauling charges on rock and gravel.

This information is furnished you inasmuch as you appear as surety on the bond furnished by Mr. Yocom on this job.

Yours very truly,

HBG:MC

Secretary

cc - O. C. Yocom
Willamina, Oregon

DeSart

NOTED
D. G. DeSart

August 9, 1940

Norblad & Norblad,
Attorneys
Astoria, Oregon

Gentlemen:

In reply to your letter of August 8 and the certificate enclosed therein, I am forwarding to you today, under separate cover, certified copy of the contract and bond of O. C. Yocom pertaining to State Highway Contract No. 2207 which was awarded to Mr. Yocom by the Highway Commission to cover the surfacing and oiling of the Jewell-Banner Bridge Section of the Nehalem Secondary Highway, in Clatsop and Columbia Counties. This copy is for your use in connection with the claim of Ellis R. Donovan against Mr. Yocom.

Yours very truly,

HBG:MC

Secretary

REFERRED TO W. C. Lant
BY SECRETARY

notes on card

MEMORANDUM

August 8, 1940

TO State Highway Commission
Salem, Oregon

FROM

NORBLAD & NORBLAD
ATTORNEYS
ASTORIA : : OREGON

RE: O. C. Yocum contract

RECEIVED
[illegible] 1940
[illegible]

Gentlemen:

In accordance with the provisions of Chapter 517, Oregon Laws 1939, I am herewith sending to you demand by Ellis R. Donovan for a certified copy of the contract and bond of O. C. Yocum, in connection with your contract No. 2207.

We will be pleased if you will send this copy of contract and bond to Mr. Donovan, c/o this office, at your earliest convenience.

Very truly yours

NORBLAD & NORBLAD

By Walter Norblad

WN:S
Encl.

NOTED
D. G. DeSart

ANSWERED
H. B. GLAISYER

RECEIVED
-1940

STATE OF OREGON)
) ss.
County of Clatsop)

I, ELLIS R. DONOVAN, being first duly sworn, do depose and say: That during the months of October, November and December, of 1939, and the months of January and February, 1940, I hauled certain gravel and rock for O. C. Yocum, all of which was in connection with and used upon the contract which the said O. C. Yocum had with the State Highway Commission of the State of Oregon, this contract being, I am advised, No. 2207, and which is commonly known as the Jewell-Banzer Bridge job; that the said O. C. Yocum has paid a portion of my claim for this work performed, but has not paid the entire amount, and there is now due and owing to me the sum of $205.84;

That under the provisions of Chapter 517, Oregon Laws 1939, I herewith make demand for a certified copy of the said contract and bond of said O. C. Yocum in connection with this job.

Ellis R Donovan

Subscribed and sworn to before me this 6th day of August, 1940.

Walter Norblad
Notary Public for Oregon

My Commission expires Nov. 1, 1942.

Form E-1—5M—0-30

FAS [illegible]13-[illegible]-1

RAY WEBBER

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 27, 1940, 19

Section Jewell-Banzer Bridge

Kind of work Surfacing & Oiling

Highway Nehalem

Section prefix 104-1033

Contractor O. C. Yocom

Contract number 2207

Date of contract Aug. 31, 1939, 19

Date of completion July 31, 1940, 19

Date work started , 19

Estimated date of completion , 19

Amount of contract $ 62,234

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering $ 64,800

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 4,050, 6.2 %

Date project was completed July 27, 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Tuesday to Saturday: Juve, Huff supervise and check slide removal.

The contractor moved in the rented shovel from Northrup Creek Tuesday and removed the slides at Stations 347 to 360, finishing Saturday. He also improved the replacement fence at the quarry as requested by the Experiment Station official.

This completes all work under the contract with the exception of approximately 700 cubic yards of maintenance rock in stockpiles, which material the contractor plans to get from Tidepoint Company at their plant on the Summit-Mist project. This item is non-participating in the Federal Aid set-up. Notification is being mailed to the Public Roads Administration giving July 27th as the date of completion of the project. The final estimate will be held up until the the maintenance rock is furnished and release is obtained from the Clatsop Couty Court covering the condition of the quarry haul road.

NOTED
[illegible]

RECEIVED
JUL 29 1940
DIVISION ENGINEER
[illegible] NO. 2

RECEIVED
JUL 2[illegible] 1940
OFFICE OF
CONST[illegible]

Signed J. C. Chapman

Address Jewell, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.5		12.5	
Miles partially completed					
Miles completed		12.5		12.5	
Total estimated quantities	1448	14,568	5330	4568	
Estimated quantities moved or placed to date	1448	14,568	4630	4568	
Average daily quantities	300				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	Showers		
Friday	"		
Saturday	Clear		

STATE PRINTING DEPT.

RECEIVED
JUL 17 1940
FOR FILES

FAS 213-J-1

July 15, 1940

Mr. Walter Norblad,
Attorney at Law
515 Commercial St.,
Astoria, Oregon

Dear Sir:

Reply is made to your letter of July 13 relative to the filing of claim against contractor O. C. Yocom.

State Highway Contract No. 2207 was awarded to O. C. Yocom, an individual. In connection therewith he was required to furnish the State Highway Commission a surety bond for the protection of claims, et cetera. Such bond was written by the U. S. Fidelity & Guaranty Company for whom C. A. Tomassene is the local agent with offices in the Wilcox Building, Portland. The local manager of the U. S. Fidelity and Guaranty Company is M. K, Sprott, 1112 Bedell Building, Portland. The description of the project is "surfacing and oiling of the Jewell-Banzer Bridge Section of the Nehalem Secondary Highway in Clatsop and Columbia Counties."

Your claim should be filed with the Secretary of State in conformance with the law referred to in your letter.

Yours very truly,

HBG:MC

Secretary

DeSart read

NOTED
D.G. DeSart

RECEIVED
JUL 1940
STATE HIGHWAY

NORBLAD & NORBLAD
ATTORNEYS AT LAW
515 COMMERCIAL STREET
ASTORIA, OREGON

A. W. NORBLAD
WALTER NORBLAD

July 13, 1940

State Highway Commission,
Salem, Oregon.

Gentlemen:-

I plan to file notice as provided by Chapter 517, Oregon Laws 1939 in connection with the failure of O.C. Yocom to make certain material and labor payments on your contract #2207.

In this connection I would appreciate your advising me of the name of the surety or sureties on the bond on this particular contract and the exact name in which Mr. Yocom took this contract.

I would further appreciate your advising me of the form of title used by the state on these contracts. I observe according to statute that they must be made in the name of the State of Oregon by the commission and this inquiry is for the purpose of knowing the exact name to whom the notice should be directed.

This contract is, I believe, known as the Jewell - Banzer Bridge contract.

Thanking you for this information, I am,

Very truly yours,

Walter Norblad.

Walter Norblad.

Jewell-Banzer: Brdg Sect. Nehalem Dist Hwy.
Clatsop & Col. Co.-
Surfac & oil
U.S.F & G.   C.A Tomassene   Wilcox Bldg

ANSWERED
H. B. GLAISYER

Form E-1—6M—9-39

FAS 318-8-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 13, 1940

Section Jewell-Banzer Bridge

Kind of work Surfacing and Oiling

Highway Nehalem

Section prefix 104-1033

Contractor O. C. Yocom

Contract number 8207

Date of contract Aug 31, 1939

Date of completion July 31, 1940

Date work started Sept. 7, 1939

Estimated date of completion " "

Amount of contract $ 62,234

Per cent of time elapsed 94.6 %

Estimated cost of completed project, exclusive of engineering $ 64,800

Per cent of contract completed, based on total contract price 98 %

Engineering cost to date, $ 3,970 , 5.9 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor had a few men working the first of the week cleaning up campsite and bunkers. No work was done on the slides.

NOTED
RAY WEBBER

JUL 15 1940

RECEIVED
JUL 15 1940
DIVISION ENGINEER
DIVISION NO. 2

Signed J. C. Chapman
J. C. Chapman

Address Jewell, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.5		12.5	
Miles partially completed					
Miles completed		12.5		12.5	
Total estimated quantities	2200	14,500	5,200	4450	
Estimated quantities moved or placed to date		14,500	4,600	4568	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
JUN 21 1940
FOR FILING

FAS-212-J-1

June 19, 1940

Damage to O.S.C. experimental
property in Clatsop Co.

Mr. H. G. Smith

In reference to the controversy which we had with Mr. H. B. Howell, Superintendent in Charge of the Experimental Work in Clatsop County, will you please advise if the contractor has remedied the damages to their experimental property as set forth in his letter to Mr. Yocom of May 4, copy of which is attached hereto.

I would like to talk to you about this some time.

C. B. McCullough

/

FAS 213-J-1

RECEIVED
AUG 13 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 213-J (1)
Jewell-Banzer Bridge Section,
Nehalem Highway

June 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

[illegible]-5288

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 212-J(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of May, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 5th day of April, 1937, a revised project statement, which was approved on the 20th day of April, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section J(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 10th day of August 19[illegible]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Nineteen thousand, and 00/100 dollars ($19,000.00) as the share of the United States payable under said act on account of Section J(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920, Chap. 248, Laws of 1931. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the SW 1/4 of Sec. 6, T. 5 N., R. 6 W., and survey station 661+54.0 in the SW 1/4 of Sec. 9, T. 6 N., R. 5 W., W.M., length 12.529 miles, in Clatsop & Columbia Counties / ~~County~~; being Section J(1) of Oregon Federal Aid Secondary project No. FAS 213, consisting of 12.529 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section J(1) of said project shall not in any event exceed the sum of Nineteen thousand, and 00/100 dollars ($19,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Sixty-one thousand, three hundred seventy-three and 40/100 dollars ($61,373.40), the approved total estimated cost of Section J(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927;
(Include reference to statute authorizing
Chap. 348, Laws 1931.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the ______ day of MAY 22 1940, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ______
(Title of officer)

By ______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 213-J(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 61,373.40 as the total estimated cost of said project, and the sum of $ 12,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of MAY 22 1940
one thousand nine hundred and ....

Federal Works Administrator,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
FOR FILING

FAS 213-J-1

May 31, 1940

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner

Gentlemen:

In response to your letter of May 29 concerning the O. C. Yocom contract No. 2207 - Jewell-Banner Bridge Section - you are advised that this contract is approximately 61% completed. The amount earned to date is $38,984.72; the amount paid $34,242.17; and the retained percentage is $4,742.55. The estimated date of completion is July 31, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
STATE HIG

May 29, 1940

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: O. C. Yocum - Contract 2207 Clat. & Col.

Will you please furnish us with a progress report on the above contract stating the approximate percentage of work completed, estimated completion date and the amount of holdback which has not yet been paid to the contractor?

Stamped and addressed envelope is enclosed.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

To Mar. 15 -
E - $38,984.72 = 61%
R - 4,742.55
Pd - $34,242.17

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
AUG 30 1940
FOR FILING

FAS 213-J-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 9, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon FAS 213-J (1), Jewell-Banzer Section of the Nehalem Highway.

Approval is made subject to the condition that reflectorized signs will be installed prior to its completion to warn traffic of the narrow steel truss bridges at the four crossings of Nehalem River. Repair of the bridge decks at Stations 85 and 429, as outlined in our letter of August 16, 1939, authorizing advertising, was also required.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JUL 22 1940
FOR FILING

FAS 213-J-1

February 3, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Jewell-Banzer Section, Project No. FAS 213-J (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Secondary
Project No. FAS 223-[illegible] (1)

JEWELL-BANZER SECTION OF THE

NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 29, 1939

All Required		Clearing and Grubbing	$ - -	$ 500.00
2,200	cu. yds.	Removing Slides	.25	550.00
500	cu. yds.	Trench Excavation	1.00	500.00
200	lin. ft.	9" Perforated Corr. Iron Pipe	1.20	240.00
30	lin. ft.	12" Corr. Iron Pipe	1.20	36.00
400	lin. ft.	18" Corr. Iron Pipe	1.50	600.00
40	lin. ft.	24" Corr. Iron Pipe	2.00	80.00
60	lin. ft.	36" Corr. Iron Pipe	5.00	300.00
140	lin. ft.	36" Extra Strength Corr. Iron Pipe	6.00	840.00
130	lin. ft.	Salvaging Culvert Pipe	1.00	130.00
50	cu. yds.	Rock Backfill in Drains	2.00	100.00
14,500	cu. yds.	1½" - 0" Rock in Base	1.10	15,950.00
105,000	yd. mi.	Hauling Rock Base, Truck Measure	.08	8,400.00
1,500	cu. yds.	Filler	.25	375.00
1,500	yd. mi.	Hauling Filler	.10	150.00
1,200	M-gal.	Sprinkling	1.00	1,200.00
12.5	miles	Preparation of Base	200.00	2,500.00
4,450	cu. yds.	Mineral Aggregate in Place	2.70	12,015.00
136	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	2,720.00
242	tons	Light Tar in Binder Course	16.00	3,872.00
296	tons	Heavy Tar in Place	16.00	4,736.00
			Subtotal	$ 55,794.00
			10% Engr. & Cont.	5,579.40
			Total	$ 61,373.40

Length of Roadway	12.200 miles
Length of Bridges	.329 mile
Total Length	12.529 miles
Cost per mile	$ 4,898.50

Note: Oiling is to be constructed across bridges.

FAS Funds Requested- -	$ 19,000.00
State Funds- -	42,373.40
	$ 61,373.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

RECEIVED
[illegible]

FAS 213-J-1

November 13, 1939

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

We are returning to you herewith the four copies of assignment of claim form which were executed by you on November 10, in which future funds due or to become due on your contract for the Jewell-Banzer Bridge Section in Clatsop and Columbia Counties are assigned to the United States National Bank of McMinnville.

Due to an error in typing, this particular assignment form will not be acceptable. We have prepared new forms which are also enclosed. Will you please execute the new forms and return them to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FAS 213-J-1

September 22, 1939

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2207 which was awarded to you on August 31, 1939, by the State Highway Commission, covering the surfacing and oiling of the Jewell-Banzer Bridge Section of the Nehalem Secondary Highway, in Clatsop and Columbia Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FHS 213-J-1

September 6, 1939

C. B. McCullough

J. M. BISHOP

Increase budget to redeck bridges.

In reference to Mr. Paxson's memorandum of August 30, I wish you would increase the budget sufficiently to take care of redecking bridges 102.30.7 and 102.37.3, as recommended.

cc Mr. Paxson

Form E-36—25M—4-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1939

From: Mr. G. S. Paxson
Bridge Engineer

To: Mr. C. B. McCullough
Assistant State Highway Engineer

Subject: Bridges on the Jewell-Banzer Section of the Nehalem Secondary Highway.

The Public Roads Administration's approval of this section was contingent upon the rebuilding of the decks of the bridges at station 85+00 (102-30.7) and station 429 (102-37.3). These are two of the 16-foot roadway bridges over the Nehalem River and have a total length of 577 feet. It is estimated that the cost of redecking these structures to provide a suitable subbase for oil macadam is $4,500. The bridge at mile 102-37.3 is on the recommended 1940 maintenance budget for redecking, and the bridge at mile 102-30.7 is in such condition that it very probably will be on the 1941 budget. I recommend that the budget be increased sufficiently to redeck both of these structures during the coming winter so that the seal coat of the oiling may be carried across them.

GSPaxson
G. S. Paxson
Bridge Engineer

GSP CM
cc J. N. Bishop

7Cl 213-J-1

September 5, 1939

Mr. O. C. Yocom,

Willamina, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 2207 which was awarded to you on August 31, 1939, covering the surfacing and oiling of the Jewell-Banzer Bridge Section of the Nehalem Secondary Highway, in Clatsop and Columbia County.

Please execute all four copies of this contract as to agreement and bond and return all copies to this office for approval by the State Highway Commission. When they have been so approved a fully executed copy will be returned to you for your records and files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the page immediately preceding the blue printed provisions relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

RECEIVED
SEP 5 1939
FOR

[illegible] 213-J-1

September 1, 1939

Mr. O. C. Yocom

Willamina, Oregon

Dear Sir:

The State Highway Commission, on August 31, 1939, awarded you the contract for 12.5 miles surfacing and oiling, also furnishing of 5,200 cu. yds. crushed rock in stock piles and at bunkers, on the Jewell-Banser Bridge Section of the Nehalem Secondary Highway in Clatsop and Columbia Counties. This award was based on your low bid of $63,234, using tar, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. E. H. Probert
Mr. G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

August 31, 1939

SEP - 5 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 213-J (1), Jewell-Banzer Bridge Section of the Nehalem Secondary Highway, to O. C. Yocom, Willamina, Oregon, who submitted the low bid, using tar.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

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AUG 17 19[illegible]
[illegible]

August 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 213-J (1), the Jewell-Banzer Bridge Section of the Nehalem Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Our field inspection of the project shows that the decks of the bridges at Stations 85+00 and 429 are unsatisfactory to carry an oil mat. Our recommendation for approval of the project is, therefore, subject to the condition that the decks will be repaired before oiling or that the bridges noted will become exceptions to the project.

As noted in our letter of August 10, 1939, our recommendation for approval is also subject to your agreement that reflectorized signs will be installed prior to completion of the project to protect traffic at the narrow bridges.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Copy to Eason
Aug. 18

August 14, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision page number 8, for the Jewell-Banzer Bridge Section, Project No. FAS 213-J (1), on which page a change has been made in the specification under the subhead "Details of Construction."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/MR

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1939

AUG 8 - 19

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in Mr. Probert's letter of August 5, 1939, we are returning under separate cover the five sets of plans for the Jewell-Banzer Bridge Section, which were mismarked 213-I (1) instead of 213-J (1).

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

FAS 213-J-1 August 12, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of August 10th, concerning the Jewell-Banzer Bridge Project, FAS 213-J (1).

The test report requested is being sent herewith. It was not available at the time the plans were sent in.

The provision referred to in paragraph 2, is a general provision designed to prevent the contractor creating a condition which may be a source of trouble and expense to us later. It gives the contractor a choice of making his excavation so that no fence is required, or of building a fence. As the situation is entirely within the control of the contractor, we do not feel that the State and the Federal Government should obligate themselves to construct a fence by making provision for it in the bid items.

We have experienced no difficulty in incorporating filler by the alternate method provided for on page 8 of the special provisions, but since you raise objection to that method, we will eliminate it from the provisions.

The matter of oil specifications which is referred to in the next to the last paragraph of your letter became confused as a result of our having erroneously referred to our adopted oil specifications as the standard specifications of the Western Division of the Asphalt Institute. You brought this to our attention and, to take care of the situation as it was then presented to us, the specifications for a few projects were made to conform with the Asphalt Institute specifications. We believe, however, that our original specifications are the better of the two and we have now gone back to them and propose to continue their use indefinitely. We propose to soon submit our oil specifications for your approval as standards. In the meantime, we will show them in detail in the special provisions.

If a field inspection of the bridges on the Jewell-Banzer Bridge job is necessary, we hope that it can be made soon, as we are very anxious to get the project under contract at our next letting.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

(POST OFFICE BUILDING

RECEIVED
AUG 11 1939
STATE HIGHWAY COMMISSION

August 10, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

✓ P. S. and E. for Oregon Federal Aid Secondary Project No. 213-J (1), the Jewel-Banzer Bridge Section of the Nehalem Highway, have been received, and the following comments and suggestions are made from our review:

1. Please furnish test reports showing the quality of the rock in the designated quarry, including the percentage abrasion.

2. We believe that the requirement that the contractor fence the quarry when deemed necessary by the engineer is not satisfactory in this form and suggest that it would be preferable to provide a bid item for such work as is contemplated. This criticism also applies to the same specification contained in the proposal for Project 187, Sections A, B, C, D, F, G, H, and I.

3. It is our opinion that the alternate method of incorporation of filler provided on page 8 is questionable for fine crushed rock of the size specified for the reason that the filler is apt to lay as a crust on top of the surfacing and cause failure of the mat and suggest that the paragraph be deleted.

No information is furnished as to the condition of the decks on the eight bridges, and inasmuch as the oiled surfacing is to be carried across them, it will be necessary that we make a field inspection.

Reference is made to our letter of May 23 relative to oil specifications. Your reply of May 26 discussed the specifications submitted May 20. It is noted that now you return to the original specification though no reason is given for this change. This matter is also involved in the several Federal Aid Projects under FAP 187. Action on all of these projects will be withheld pending receipt of your reply.

Our recommendation for approval of the project papers will be subject to the condition that reflectorized signs will be installed to protect traffic at the narrow bridges.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

August 9, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision sheet number 22 for the Jewell-Banzer Bridge Section, Project No. FAS 213-J (1), which sheet is to be inserted in the bid proposals sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

August 5, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are sending, under separate cover, five sets of corrected blueprint plans for the Jewell-Banzer Bridge Section, Project No. FAS 213-J (1).

Will you please return the plans submitted to you previously, as they can be corrected for use by prospective bidders on the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

August 3, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

213-J (1)

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications, and five copies of right of way statement for the Jewell-Banzer Section, Project No. FAS 213-J (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 213-I (1)
213 J (1)

JEWELL-BANZER SECTION OF THE

NEHALEM HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 3, 1939

All Required		Clearing and Grubbing		$ 500.00
2,200	cu. yds.	Removing Slides	$0.50	1,100.00
500	cu. yds.	Trench Excavation	1.00	500.00
200	lin. ft.	9" Perforated Corr. Iron Pipe	0.85	170.00
30	lin. ft.	12" Corr. Iron Pipe	1.00	30.00
400	lin. ft.	18" Corr. Iron Pipe	2.00	800.00
40	lin. ft.	24" Corr. Iron Pipe	2.75	110.00
60	lin. ft.	36" Corr. Iron Pipe	4.25	255.00
140	lin. ft.	36" Extra Strength Corr. Iron Pipe	5.00	700.00
130	lin. ft.	Salvaging Culvert Pipe	0.50	65.00
50	cu. yds.	Rock Backfill in Drains	2.50	125.00
14,500	cu. yds.	1¼" - 0" Rock in Base	1.00	14,500.00
105,000	yd. mi.	Hauling Rock Base, Truck Measure	0.10	10,500.00
1,500	cu. yds.	Filler	0.40	600.00
1,500	yd. mi.	Hauling Filler	0.15	225.00
1,200	M-Gals.	Sprinkling	1.25	1,500.00
12.5	miles	Preparation of Base	100.00	1,250.00
4,450	cu. yds.	Mineral Aggregate in Place	3.00	13,350.00
136	tons	Emulsified or RC-3 Asphalt in Seal Coat	21.00	2,856.00
206	tons	RC-2 Asphalt in Binder Course	21.00	4,326.00
250	tons	Asphalt in Place	23.00	5,750.00
242	tons	Light Tar in Binder Course	19.00	(Alternate)
296	tons	Heavy Tar in Place	20.00	(Alternate)
		Sub-total		$59,212.00
		10% Engr. & Cont.		5,921.20
		Total		$65,133.20

Length of Roadway	12.200 miles
Length of Bridges	.329 "
Total Length	12.529 "
Cost per Mile	$5,198.59

Note: Oiling is to be constructed across bridges.

FAS Funds Requested- -	$ 7,000.00
State Funds- -	58,133.20
	$65,133.20

JEWELL-DANZIER SECTION

PROJECT NO. FAS 213-E (1)

All necessary right of way has been acquired for the project.

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

August 3, 1939

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
FEB 18 1938
F.G.R.

FAS 713-I-1

February 17, 1938

IN REPLY PLEASE
REFER TO FILE NO.
6-k

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
Ass't State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions, estimate, statement of material sources and stock piles, map and profile, all with respect to the proposed Federal Aid Secondary Project on the Nehalem Secondary Highway between Jewell and Banzer Bridge.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK,
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const
Projects
Secondary

December 15, 1938

IN REPLY PLEASE
REFER TO FILE NO.

6-k

Mr. H. G. Smith,
Construction Engineer
OFFICE

NOTED
Asst. State Highway Engineer

Dear Sir:

There will appear on the agenda for consideration by the Commission at its meeting on December 19 & 20 the matter of improving the Nehalem Secondary Highway between Jewell and Mist. Mr. McCullough has requested a report from you on this subject. Will you please furnish the same.

Yours very truly,

Secretary

HBG:MC

✓cc - C. B. McCullough

FORM ...

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

July 30th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 1 1938
FOR FILING
Const.
Projects
Secondary

Mr. F. D. Eason
Division Engineer
C i t y

Dear Sir:

The Banzer Bridge-Mist project on the Nehalem Secondary Highway has been eliminated from the budget due to lack of funds, so it will be necessary to postpone it until some time in the future. It will not be necessary for you to do anything further about it at the present time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

R

cc to: R. H. Baldock

NOTED

FORM COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JUL 30 '38
FOR FILING

Current
Projects
Summary

July 28, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

With further reference to the estimate for the construction of the Mist-Banzer Bridge Section of the Nehalem Highway, you are advised that the breakdown of the construction cost is as follows:

Grading	$22,218.00
Surfacing	39,662.00
Oiling (0-9 Oil Mat)	7,084.00
	$68,964.00
Plus 10%	6,896.40
Total	$75,860.40

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓

CONTRACT# [redacted] 2208

78-F-3 North Roseburg Sec., Roadside 1939
Improvement, Pacific Hwy.
#2208

RECEIVED
JAN 20 1941
FOR FIL

78-F-3

January 18, 1941

Aetna Casualty & Surety Co.
Bates, Lievely & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2208, for roadside improvement work on the North Roseburg Section of the Pacific Highway in Douglas County, has been completed by the contractor, D. L. Ashton, and that final settlement will be made by the State with said contractor for work done under said contract, on or after January 28, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $4,692.34, including final payment, and that no force account work was performed therein.

This contract was completed on June 19, 1940 and accepted August 22, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
SEP 26 1940
FOR FILING

76-F-3

September 25, 1940

Mr. D. L. Ashton
887 Second Street
Lebanon, Oregon

Dear Sir:

At the meeting of the State Highway Commission held on August 22, 1940, the following action was taken on your request for extension of time:

"D. L. Ashton, Contract No. 2208, covering the construction of a roadside improvement project on the North Roseburg Section of the Pacific Highway, in Douglas County. requested an extension of time from November 30, 1939, to June 19, 1940. He alleged that his failure to complete the project within the specified time limit was due to adverse weather conditions in the fall of 1939 which did not permit construction of the oiling work required. The Engineer advised that this contract was awarded on August 31, 1939, but the work was not started until October 24, 1939. Further that, due to bad weather, the work was closed down from November 15, 1939, to May 14, 1940, but it was completed on June 19, 1940. The only reason, he said, that this project was not completed within the specified time limit was the long delay in starting the work after the award of the contract. He recommended, in view thereof, that the extension of time be granted subject to the condition that the contractor be required to reimburse the state for all engineering costs incurred by the state subsequent to the specified date of completion. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

STATE HIGHWAY COMMISSION
By

NOTED
D. G. DeSart

Secretary

MBL

cc - K. D. Lytle

RECEIVED
SEP 10 1940
FOR FILING

78-F-3

September 6, 1940

AETNA CASUALTY & SURETY COMPANY
c/o Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. L. Ashton on Contract No. 2208, North Roseburg Section of the Pacific Highway, in Douglas County. This payment will be made on or after September 16, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

NOTED
D. G. DeSart

C
O
P
Y

78-F-3

BATES, LIVELY & PEARSON
Yeon Bldg.
Portland, Ore.

August 21, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Contract No. 2206 -- Smith Point-Youngs Bay Sec. of the Oregon Coast Highway in Clatsop County, State of Oregon $4920.00

Contract No. 2208 -- Roadside Improvement on North Roseburg Sec. of Pacific Highway in Douglas County, Ore. -- $4592.25

D. L. Ashton, Lebanon, Oregon - Contractor

ATTENTION: Mr. H. B. Glaisyer.

We enclose herewith contract status reports to be completed by yourself in connection with the two above captioned contracts, upon which we are surety on the official contract bonds.

Trusting that you will furnish us with this requested information, we enclose herewith a self addressed stamped envelope for your convenience in replying.

Very truly yours,

BATES, LIVELY & PEARSON

By:

K. V. LIVELY

MAB

Encls: - 2 contract status reports,
self addressed envelope

RECEIVED
JUL 29 1940
FOR FILING

78-F-3

July 27, 1940

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Local Agents
Yeon Building
Portland, Oregon

Gentlemen:

We have a request for an extension of time from D. L. Ashton on his contract No. 2208 for roadside improvement on the North Roseburg Section of the Pacific Highway. The extension will have to be from the specified date of completion, November 11, 1939, to the date of completion, June 19, 1940.

If this extension meets with your approval, please furnish us with a letter consenting to the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

RECEIVED
AUG 12 1940
FOR FILING

78-F-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 12, 1940

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project FAP 78-F (3), North Roseburg Section Landscaping on the Pacific Highway, was made by a representative of this office on June 18, 1940. The final voucher when submitted should be accompanied by a statement that the replacement planting, should any be required, has been performed as provided in the specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Sr. Highway Engineer

VAN

Form E-1—8M—9-39

78-F-3

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 221 1940, 19

Section	North Roseburg	*Kind of work*	Roadside Improvement
Highway	Pacific	*Section prefix*	10-1116
Contractor	D. L. Ashton	*Contract number*	2208
Date of contract	Aug. 31, 1939	*Date of completion*	Nov. 30, 1939
Date work started	Oct. 24, 1939	*Estimated date of completion*	June 19, 1940
Amount of contract	$4592.25	*Per cent of time elapsed*	322 %

Estimated cost of completed project, exclusive of engineering $ 5000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 350, 7 %

Date project was completed Juhe 19, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed main course on gutters Monday and Tuesday, finishing project on Wednesday. Semi-final estimate will be submitted next week.

Otis Jensen on Project Monday and Tuesday.

NOTED
RAY WEBBER

RECEIVED
JUN 2 1940

Signed R. B. [illegible]

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
VAN SCOY

	GRADING	SURFACING	~~[illegible] MATERIALS~~ Min. Agg.	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.74				
Miles partially completed					
Miles completed	0.74				
Total estimated quantities	920	87.5	179 C.Y.	16.25 Tons	
Estimated quantities moved or placed to date	920	87.5	179 "	16.25 "	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	12				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Douglas COUNTY	Polk COUNTY	Linn COUNTY	COUNTY	OTHER SOURCES		
Men	6	3				1	10
Men and teams							2
Men and trucks under 3 tons	1		1				
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders Hand Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers .... Asphalt Kettle 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Pt. Cloudy		
Tuesday	" "		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
JUN 22 1940
FOR FILING

78-F-3

June 21, 1940

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner

Gentlemen:

This will acknowledge receipt of your letter of June 14, asking for a progress report on the D.L.Ashton contract, No. 2208, in Douglas County.

It is estimated that work under this contract will be completed within the next few days, and presented to the Commission for acceptance at its next meeting.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DDG:MBL

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

June 14, 1940

Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: D. L. Ashton
Oregon State Contract 2208

Douglas

Kindly give us a progress report on the above.

If this contract has been completed please give us completion and acceptance dates.

Very truly yours,

SHELL OIL COMPANY
Incorporated

RER:GC

FRANK J. HURNER
Division Credit Manager

RECEIVED
APR 19 1940
FOR FILING

78-F-3

April 19, 1940

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

Reference is made to your letter of April 18 concerning D. L. Ashton's contract with the State Highway Commission, No. 2208, North Roseburg Roadside Improvement.

You are advised that this contract is approximately 80 per cent complete. The total amount paid the contractor is $3,079.32 and the retained percentage is $543.41. The specified date of completion is November 30, 1939.

Very truly yours,

JM:AM

Secretary

#2208

Douglas Co

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

April 18, 1940

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: D. L. Ashton
Oregon State Contract 2208

It is our understanding that the above contract has been completed. Will you please give us the completion and acceptance dates of this contract?

Stamped and addressed envelope is enclosed.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

To Dec. 15
E - $3,622.73
P - $ 543.41
Pl - $3,079.32
8070

Joan
prepare reply
WHS

FA 78-F-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 78-F (3)
North Roseburg Section
Pacific Highway

February 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Wayn- 3542

Form P. R. 2

Federal Aid

State Oregon

Project No. 78-F(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of December, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 22nd day of March, 1930, a revised project statement, which was approved by the Secretary on the 10th day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F(3) of said project which were recommended for approval by the United States District Engineer on the 4th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of Two thousand, four hundred fifty and 00/100 dollars ($2,450.00) as the share of the United States payable under said act on account of Section F(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1593+10.8 at the intersection of Douglas and Stephens Streets in Roseburg, and survey station 1632+58, 743' beyond the north city limits, excepting therefrom the bridge between survey stations 1605+79 and 1606+29,

, length 0.697 of a mile~~s~~ in Douglas County,

being Section F(3) of Oregon Federal Aid project No. 78, consisting of

0.697 of a mile~~s~~ of roadside improvement. ~~[illegible] clear span,~~

~~[illegible]~~

RECEIVED
JAN 22 1940
REGIONAL HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this agreement the
terms "Secretary" or "Secretary of
Agriculture" appear they shall in-
clude or have reference to the Federal
Works Administrator, as the context
requires, to conform to the President's
[illegible] Plan on Government Reorganization
under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F(3) of said project shall not in any event exceed the sum of Two thousand, four hundred fifty and 00/100 dollars ($2,450.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Four thousand, eighty-two and 10/100 H dollars ($4,082.10), the approved total estimated cost of Section F(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927 and Chap. 88, Laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JAN 15 1940, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture,~~

By
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 78-F(3), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 4,082.10 as the total estimated cost of said project, and the sum of $ 2,450.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 15 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By T. H. O'Leary
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

78-F-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 78-F (3)
North Roseburg Section
Pacific Highway

December 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T.M. Davis
T. M. Davis
Sr. Highway Engineer

RECEIVED
DEC 14 1939
FOR FILING

FA 78-F-3

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the North Roseburg Section, Project No. FA 78-F (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 78-F (3)

NORTH ROSEBURG SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 6, 1939

Work Inside of City (Sta. 1592+16.8 to 1624+95.0)

980	cu. yds.	Excavation, Single Classif.	$ 2.00	$ 1,960.00
140	lin. ft.	12" Corr. Iron Pipe	2.20	308.00
60	cu. yds.	3" - 0" Material in Surfacing	.85	51.00
30	cu. yds.	1" - 0" Material in Surfacing	1.50	45.00
10	cu. yds.	Filler	1.00	10.00
10	yd. mi.	Hauling Filler	.20	2.00
All Required		Pipe Line Irrigation System		305.00
All Required		Furnishing and Planting Trees, Shrubs and Vines		490.00
18	M-sq. ft.	Preparation and Seeding Grass Areas	1.25	22.50
8	bales	Peat Moss	5.00	40.00
0.4	tons	Commercial Tankage	50.00	20.00
		Subtotal		$ 3,253.50
		10% Engr. & Cont.		325.35
		Total		$ 3,578.85

Length 0.622 mile

Cost per mile $ 5,753.77

Work Outside City (Sta. 1624+95.0 to 1632+38.0)

120	cu. yds.	Excavation, Single Classif.	$ 2.00	$ 240.00
All Required		Pipe Line Irrigating System		70.00
All Required		Furnishing and Planting Trees, Shrubs and Vines		110.00
18	M-sq. ft.	Preparation and Seeding Grass Areas	1.25	22.50
2	bales	Peat Moss	5.00	10.00
0.1	ton	Commercial Tankage	50.00	5.00
		Subtotal		$ 457.50
		10% Engr. & Cont.		45.75
		Total		$ 503.25

Length	0.141 mile
Cost per mile	$ 3,569.14

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Within City	$ 3,578.85	$ 2,147.96	$ 1,430.89
Work Outside City	503.25	302.04	201.21
	$ 4,082.10	$ 2,450.00	$ 1,632.10

NON-PARTICIPATING ITEMS

145	cu. yds.	Mineral Aggregate in Place	$ 2.25	$ 326.25
15	tons	Emulsified or RC-3 Asphalt in Place	37.00	555.00
				$ 881.25

State Funds for Construction: Chap. 175, laws 1917; Chap. 32, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

FA 76-F-3

September 22, 1939

Mr. D. L. Ashton,
857 Second Street
Lebanon, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of each of the following contracts which were awarded to you on August 31, 1939:

Contract No. 2206 covering roadside improvement on the Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway, in Clatsop County

Contract No. 2208 covering roadside improvement on the North Roseburg Section of the Pacific Highway, in Douglas County.

These copies of the above contracts are for your records and files. We are also furnishing the surety on your bond one copy each of these contracts.

Yours very truly,

HBG:MG

Secretary

78-7-3

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

RECEIVED
SEP 11 1939
STATE HIGHWAY COMMISSION

September 9th, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Contract No. 2206 -- D. L. ASHTON, Contractor.
Smith Point-Youngs Bay Bridge Sec. of the
Oregon Coast Highway in Clatsop County, Ore.

Contract No. 2208 -- D. L. ASHTON, Contractor,
North Roseburg Sec. of the Pacific Highway,
in Douglas County, State of Oregon.

We are pleased to advise that we are today mailing to you by express under separate cover, the two above mentioned contracts in quadruplicate, we having executed contract bonds thereon.

In this connection, after the two contracts have been approved by the Commissioners and State Highway Engineer, we shall appreciate your forwarding to this office, a copy of each for the completion of our records.

We trust that the enclosures will be found in order.

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents,

By Phil M. Lively
Phil M. Lively,
Manager -- Bond Department.

MAB

cc: Mr. D. L. Ashton,
887 - 2nd St.,
Lebanon, Oregon.

78-F-3

September 5, 1939

Mr. D. L. Ashton,
887 - 2nd Street
Lebanon, Oregon

Dear Sir:

We are forwarding to you today, by express, four copies of the following contracts which were awarded to you by the State Highway Commission on August 31, 1939:

Contract No. 2206 covering roadside improvement on the Smith Point-Youngs Bay Bridge Section of the Oregon Coast Highway in Clatsop County.

Contract No. 2208 covering roadside improvement on the North Roseburg Section of the Pacific Highway, in Douglas County.

Will you please execute all four copies of each of these contracts as to agreement and bond and return all copies to this office for approval by the State Highway Commission. After they have been so approved a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph relating to the Workmen's Compensation Act under Section 5 of the General Provisions. You are expected to accept the terms of this act and to carry on your work in connection with these projects in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the blue printed provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

RECEIVED
SEP 5 1939

78-F-3

September 1, 1939

Mr. B. L. Ashton

Lebanon, Oregon

Dear Sir:

The State Highway Commission on August 31, 1939, awarded you the contract for 0.74 mile roadside improvement on the North Roseburg Section of the Pacific Highway, in Douglas County. This award was based on your low bid of $4,992.25 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

SEP - 5 1939

August 31, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 78-F (3), North Roseburg Section of the Pacific Highway, to D. L. Ashton, Lebanon, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FA 78-F-3

August 23, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In compliance with the request contained in your letter of August 15th, we are sending herewith some photographs showing present conditions along the portion of the Pacific Highway which is included in the Roseburg Roadside Improvement Project, F. A. 78-F (3).

The grade crossing within the limits of the project is a crossing of an industrial spur track. It is protected by two reflectorized advance warning signs, two plain cross-buck signs and two sodium vapor lights for general illumination.

The protection above described is, in our opinion, considerably better than required by General Administrative Memorandum No. 63.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

[redacted]

Encl.

Kinney Spur in Roseburg (Grade Crossing
Crosses Pacific Hwy at M.P. 190.75
Sec 19. T27S. R5W.

From Widdows: -
Reflectorized RXR 350' each side
2 Sodium vapor lights
2 Plain cross buck signs

From P.U.C.

Agreement between O.S.H.C and City of Roseburg for instillation of 2 flood lights. Electrical current and maintenance to be furnished by City of Roseburg. No flagging.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVE
AUG 16 1939
OREGON
STATE HIGHWAY COMMISSI

August 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming telephone conversation between Mr. Probert and Mr. Davis, the following is in reference to the P.S.& E. covering roadside improvement in Roseburg, Oregon Federal Aid Project 78-F (3).

The proposed work of improving the relocation in Roseburg is satisfactory, but the oiled gutter and footpaths are not considered eligible for roadside improvement funds. This work amounts to 28% of the total. However, Federal participation in this oiling could be had with regular Federal Aid construction funds.

It is requested that a few photographs of the project be submitted. Also, we should like to have a statement as to whether the protection required by General Administrative Memorandum No. 63 is in place at the railroad crossing within the limits of this project.

Authority is hereby given to advertise this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

Copy to Nash

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 7 - 19[illegible]

August 4, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the P. S. and E. recently submitted for Oregon Federal Aid Project 78-F (3), the North Roseburg roadside improvement project on the Pacific Highway.

Our computation of the length of the project differs from yours as indicated by your estimate, and we have changed the estimate to show 0.603 mile for the portion in Roseburg, making the total length 0.744 mile instead of 0.763 mile. Our figure for the length in town is 3,184.2 feet or 0.60306 mile; the length outside of town, 743 feet or 0.14072 mile is properly shown by the estimate as 0.141 mile, the nearer thousandth.

Authority to advertise is being withheld pending review of the P. S. and E. by our Regional office, as covered in our letter to you of July 6, 1939.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

August 2, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications, and five copies of right of way statement for the North Roseburg Section, Project No. FA 78-F (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid
Project No. 78-F (3)

NORTH ROSEBURG SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 2, 1939

Work Inside of City (Sta. 1593+108 to 1624+95.0)

980	cu. yds.	Excavation, Single Classification	$0.70	$ 686.00
140	lin. ft.	12" Corrugated Iron Pipe	1.50	210.00
60	cu. yds.	3" - 0" Material in Surfacing	2.00	120.00
30	cu. yds.	1" - 0" Material in Surfacing	3.00	90.00
10	cu. yds.	Filler	0.50	5.00
10	yd. mi.	Hauling Filler	0.20	2.00
125	cu. yds.	Mineral Aggregate in Place	4.00	500.00
13	tons	Emulsified or RC-3 Asphalt in Place	40.00	520.00
All Required		Pipe Line Irrigation System		520.00
All Required		Furnishing and Planting Trees, Shrubs & Vines		280.00
18	M-Sq. Ft.	Preparation and Seeding Grass Areas	20.00	360.00
8	bales	Peat Moss	5.00	40.00
0.4	tons	Commercial Tankage	60.00	24.00
		Sub-total		$ 3,357.00
		10% Engr. & Cont.		335.70
		Total		$ 3,692.70

Length	0.622 mile
Cost per mile	$5,936.81

Work Outside City (Sta. 1624+95.0 to 1632+38.0)

120	cu. yds.	Excavation, Single Classification	$0.70	$ 84.00
20	cu. yds.	Mineral Aggregate in Place	4.00	80.00
2	tons	Emulsified or RC-3 Asphalt in Place	40.00	80.00
All Required		Pipe Line Irrigating System		130.00
All Required		Furnishing & Planting Trees, Shrubs and Vines		70.00
18	M-Sq. Ft.	Preparation and Seeding Grass Areas	20.00	360.00
2	bales	Peat Moss	5.00	10.00
0.1	ton	Commercial Tankage	60.00	6.00
		Sub-total		$ 820.00
		10% Engr. & Cont.		82.00
		Total		$ 902.00

Length	0.141 mile
Cost per mile	$6,397.16

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Within City	$3,692.70	$2,218.00	$1,474.70
Work Outside City	902.00	542.00	360.00
	$4,594.70	$2,760.00	$1,834.70

NORTH ROSEBURG SECTION

PROJECT NO. FA 78-F (3)

All necessary right of way has been acquired on this project.

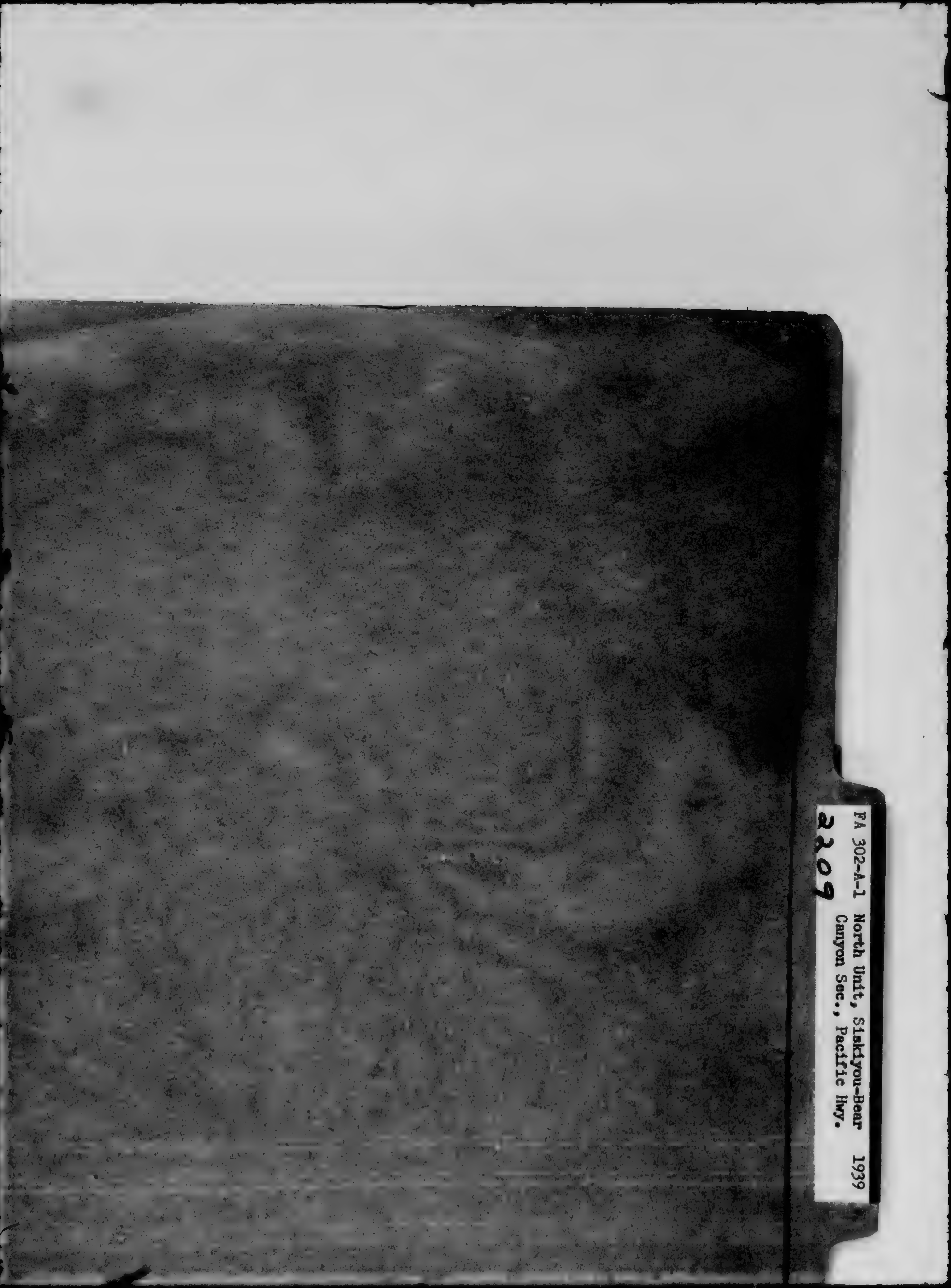
R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 2, 1939

CONTRACT#2209



FA 302-A-1 North Unit, Siskiyou-Bear 1939
Canyon Sec., Pacific Hwy.

2209

a

RECEIVED
DEC 27 1940
FOR FILING

302-A-1

December 26, 1940

E. I. du Pont de Nemours & Co.
1110 Hoge Building
Seattle, Wash.

Gentlemen: **Attention A. E. Anderson, Manager**

In accordance with your request of December 7 we are listing the following information:

Contract No. 2209, Roy L. Houck, for grading on the North Unit, Siskiyou-Bear Canyon Section in Jackson County, was accepted by the Commission on October 11, 1940. Total amount earned on this contract was $79,107.87. Final payment was mailed December 4, 1940.

Contract No. 2210, Roy L. Houck, for grading on the South Unit, Siskiyou-Bear Canyon Section in Jackson County, was accepted by the Commission July 19, 1940. The total amount earned on the contract was $128,253.42, final payment for which was mailed November 26, 1940, and there is no retained percentage on this job, or on Contract No. 2209.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:RS

NOTED
D. G. DeSart

a

FORM EX-1286

DU PONT
REG. U.S. PAT. OFF.
ESTABLISHED 1802

E. I. du Pont de Nemours & Company
INCORPORATED
1110 Hoge Building
Seattle, Washington

EXPLOSIVES DEPARTMENT

RECEIVED
18 1940
SSION

December 17th, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Roy L. Houck - Salem, Oregon
Contract No.2209 - 2210, North and
South Units Siskiyou-Bear Canyon
Section of Pacific Highway, Jackson
County, Oregon.

Will you kindly give us the following information on the subject contracts:--

Date of acceptance of Contract No.2209.
Amount paid on Contract No.2209 to date.
Amount retained percentage to date.

Date of acceptance of Contract No.2210
Amount paid on Contract No.2210 to date.
Amount retained percentage to date.

If the final payment has not been made on either one of the contracts, will you kindly let us know the approximate date same will be paid.

Thanking you for the above information promptly, we are

Very truly yours,

A. E. ANDERSON, MANAGER

By F. A. Flagler

FAF/aes

RECEIVED

302-A-1

November 13, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2209, for grading the North Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after November 23, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $79,107.87. No force account work was performed therein.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

NOTED
D. G. DeSart

R H Baldock

302-A-1

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OCT 16 1940
FOR FILING

October 1st, 1940

FINAL COST ANALYSIS

North Unit, Siskiyou-Bear Canyon Section
Pacific Highway in Jackson County

NOTED
State Highway Engineer

Contract 2209 Prefix 15-1122

Roy L. Houck, Contractor P. P. Whitmore, Resident Engineer

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$3,033.81	100%			$5,000.00
Extra Clearing & Grubbing	448.00	1.4 acres	320.00	500.00	700.00
Trench Excavation	879.93	671.7 cu. yd.	1.31	2.00	1,343.40
Excavation, Single Class	55,378.64	207,392.9 " "	0.267	0.27	55,996.08
Overhaul	4,378.25	291,883 yd. sta.	0.015	0.01	2,918.83
Truck Haul	2,897.96	22,292 yd. mi.	0.130	0.10	2,229.20
Finishing Roadbed & Slopes	666.60	1.01 Mi.	660.00	500.00	505.00
Rounding Cutbanks	244.65	3,495 lin. ft.	0.07	0.06	209.70
9" Perf. Corr. Iron Pipe	1,106.57	1,308 " "	0.846	1.00	1,308.00
24" XSTR Corr. Iron Pipe, P.I.	330.31	108 " "	3.058	3.30	356.40
30" " " " " "	463.55	116 " "	3.996	4.00	464.00
18" Concrete Pipe	343.63	165 " "	2.083	2.10	346.50
30" XSTR Concrete Pipe	1,130.10	261 " "	4.330	4.80	1,252.80
36" " " "	1,824.68	270 " "	6.758	7.50	2,025.00
Rock Backfill in Drains	371.57	118 " "	3.149	3.00	354.00
Class "A" Concrete	1,513.15	73.42 cu. yd.	20.609	22.00	1,615.24
Metal Reinforcement	586.48	10,758.3 lbs.	0.055	0.06	645.50
Cable Guard Fence	923.14	750 lin. ft.	1.231	1.00	750.00
Quarry Run Rock in Surfacing	134.60	597 cu. yd.	0.225	0.20	119.40
Decomposed Granite in Surfacing	286.75	705 " "	0.407	0.20	141.00
Hauling Surfacing Materials	314.86	1,546.5 yd. mi.	0.204	0.10	154.65
PA #1, Cement Adjustment		11.11 Bbl.		2.91	32.33
PA #2, Extend 3 x 3 Box Culvert	305.81	11.64 cu. yd.	26.27	32.00	372.48
" Reinforcing Steel	65.31	1,199.13 lbs.	0.054	0.07	83.94
PA #3, 18" Corr. Iron Pipe	182.75	106 lin. ft.		1.55	164.30
	$77,811.10				$79,087.75

Contract 2209

Gross Revenue	$79,087.75
Total Cost	77,811.10
Net Profit	$1,276.65

Net Profit Equals 1.61% of Gross Revenue

Contract 2209

Details of Cost

Labor:

Supervision		$747.28	
Labor		26,756.65	
State Industrial Accident	6½% of P/R	1,787.76	
Unemployment Compensation	3% of P/R	825.12	
Old Age Benefit	1% of P/R	275.04	
			$30,391.85

Materials:

9" Perf. Corr. Iron Pipe	1,308	lin. ft.	at	$0.576	$753.41	
9" " " " " Bands	66		"	0.918	60.59	
24" XSTR C.I.P. P.I.	108	lin. ft.	"	2.421	261.47	
24" " " Bands	6		"	2.25	13.50	
30" " " P.I.	116	lin. ft.	"	3.123	362.27	
30" " " Bands	6		"	2.772	16.63	
18" Concrete Pipe	165	lin. ft.	"	1.568	258.72	
30" XSTR Concrete Pipe	261	lin. ft.	"	3.528	920.81	
36" " " "	270	" "	"	5.635	1,521.45	
18" Corr. Iron Pipe	106	lin. ft.	"	1.188	125.93	
18" " " " Bands	6		"	1.602	9.61	
Rock Backfill	118	cu. yd.	"	2.75	324.50	
Cement	145	Bbl.	"	2.91	422.18	
Concrete Aggregate	74½	cu. yd.	"	2.25	151.50	
Concrete Sand	33.6	cu. yd.	"	2.75	92.40	
Metal Reinforcement	11,957.43	lbs.	"	0.0435	520.15	
Cable Guard Fence Lumber					100.00	
Cable Guard Posts	96		"	2.83	271.57	
Cable Guard Fence Cable-Hardware					124.65	
						6,311.34

Miscellaneous:

Equipment Rental (Incl. Repairs)	$21,382.23	
Gas, Oil and Grease	5,990.48	
Form Lumber	155.00	
Explosives	6,376.17	
Miscellaneous Expense	3,117.58	
Freight	247.71	
Drill & Shoot Expense	543.14	
Camp Lumber	531.97	
Overhead Expense	401.37	
Home Office Expense	1,574.84	
Bond	787.42	
		41,107.91
Total Cost		$77,811.10

Contract 2209

REMARKS:

This was a Regular Federal Aid Project and consisted of construction of 1.01 miles of highway roadbed. The contract was bid and awarded August 31st, 1939. Work was started September 6th, and completed June 30th, 1940.

The clearing area amounted to 20.7 acres and included some heavy falling of fir, pine and spruce as well as small trees and underbrush. A crew of five fallers and twenty laborers and a D-8 cat and dozer did most of this work in two weeks.

Trench excavation cost was high due to considerable solid rock which had to be shot and removed by hand labor.

Single class excavation was done almost entirely by D-8 cats and dozers and 12-yard LeTourneau scrapers. A small amount of material in ditches and box culvert sites was removed by a 3/8-yard trench hoe shovel and trucks. Of the total yardage moved, 42% or 87,000 cu. yd. was solid rock. Part of this yardage was loosened with a ripper, but most of it was drilled and shot, requiring 58,000 lbs. of powder, or 2/3 lb. per cu. yd. The total excavation of 207,390 cu. yd. was moved in 7,120 cat hours at an average of 29 cu. yd. per cat hour. This also included the time required to haul 291,900 yd. sta. overhaul and 22,300 yd. mi. of truck haul. Common material was moved rapidly by scraper units on which tandem carryalls were used for 600 hours, but solid formations broke large and required push cats to assist in loading. Some rock broke so large that they could not be handled in the scrapers and were sidecast by dozers. Much of the grading was done during wet weather (winter). A D-2 cat and sheepsfoot roller was used constantly to compact fill material.

Due to the nature of material and methods of operation an excessive amount of work was required to finish roadbed and slopes, increasing the cost of this item.

Many of the posts for cable guard fence had to be set in areas containing solid rock, with an increase of cost to this item.

Two detours had to be constructed on the existing road where the new alignment interfered with traffic. These detours were surfaced with quarry run rock from a state-owned quarry about a mile beyond the south limit of the contract and pit run decomposed granite from a highway roadbed cut near the north limit of the contract.

Bid prices on this job were low, and it was necessary to get maximum production from equipment to make the small profit which the job produced. The large amount of solid rock increased the cost of excavation since it was handled in scrapers. Only a very small profit was made on the large quantity of excavation moved.

This job was bid and the moving in and progress of the work was done in conjunction with Contract #2210, an adjoining 1.39 mile grading section.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

Contract 2209

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This job was bid and the moving in and progress of the work was done in conjunction with Contract #2210, an adjoining 1.39 mile grading section.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
OCT 1 1940
FOR FILING

382-A-1

September 30, 1940

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 2209, North Unit, Siskiyou-Bear Canyon Section of the Pacific Highway in Jackson County. This payment will be made on or after October 10, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
SEP 19 1940
FOR FILING

202-A-1

September 18, 1940

E. I. DuPont de Nemours & Co.,
1110 Hoge Building
Seattle, Washington

Attention: F. A. Flagler

Gentlemen:

Reply is made to your letter of recent date inquiring whether or not State Highway Contract No. 2209, covering the grading of the North Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, has been accepted by the State Highway Commission and, if so, whether final payment has been made to the contractor.

This project has not yet been accepted but indications are that it will be accepted by the Commission at its next meeting, which is October 10th. Incidentally, we advised you heretofore that the completion date on this project was July 7, 1940, but this has been changed to June 30, 1940, which is the correct date.

State Highway Contract No. 2210, covering the South Unit of this section has been accepted by the Commission but final payment has not been made for same.

The Great American Indemnity Company, for whom Harvey-Wells-Reed Insurance Agency are the local representatives, with offices in the Failing Building, Portland, wrote the bonds on both these contracts.

Yours very truly,

DGD:MC

Secretary

DU PONT
REG. U.S. PAT. OFF.
ESTABLISHED 1802

E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
1110 HOGE BUILDING
SEATTLE, WASHINGTON

EXPLOSIVES DEPARTMENT

September 5, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: Roy L. Houck - Salem, Oregon
Contract No.2209-2210, North &
South Units Siskiyou - Bear
Canyon Section of the Pacific
Highway - Jaskcon County - Oregon

We wish to thank you for the information contained in your letter of August 19th on the subject contracts.

At that time you advised the contract #2209 North Unit, had been completed but not accepted. If in the meantime it has been accepted, we shall be pleased to be advised of the date and also if final payment has been made on one or both units. Also the name of the Surety Company on both contracts.

Again thanking you for this additional information, we are

Very truly yours,

A. E. ANDERSON, MANAGER

BY F A Flagler

FAF/aes

RECEIVED
AUG 21 1940
FOR FILING

203-A-1

August 19, 1940

E. I. DU PONT DE NEMOURS & COMPANY
1110 Hoge Building
Seattle, Washington

Gentlemen:

In response to your letter of August 16 this will advise you that Mr. Roy L. Houck's contract No. 2209 for grading the North Unit, Siskiyou-Bear Canyon Section of the Pacific Highway in Jackson County was completed July 7 but has not yet been accepted by the Commission. Contract No. 2210 with Roy L. Houck for grading the South Unit, Siskiyou-Bear Canyon Section of the Pacific Highway in Jackson County was completed July 7, 1940, and was accepted by the Commission on July 19, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MEL

FORM EX-1223

DU PONT
REG. U.S. PAT. OFF.
ESTABLISHED 1802

E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
1110 HOGE BUILDING
SEATTLE, WASHINGTON

EXPLOSIVES DEPARTMENT

August 16, 1940

RECEIVED

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Roy L. Houck - Salem, Oregon
One Mile Siskiyou Station - North Unit
Two Mile Siskiyou Station - South Unit

Will you please advise us the date of completion and acceptance of the subject contracts by your department and greatly oblige.

Very truly yours,

A. E. ANDERSON, MANAGER

BY F A Flagler

FAF/aes

NOTED
D. G. DeSart

BETTER THINGS *for* BETTER LIVING...THROUGH CHEMISTRY

RECEIVED
AUG [illegible]1 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

302-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 302-A (1), North and South Units of the Siskiyou-Bear Canyon Section, Pacific Highway, ________________________________, was made by a representative of this office on July 17, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jm

Form E-1—5M—9-30

302-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 29, 19 40

North Unit
Section Siskiyou- Bear Canyon

Kind of work Grading

Highway Pacific

Section prefix 15-1122 F A 302 A (1)

Contractor Roy L. Houck

Contract number 2209

Date of contract Aug. 31, 19 39

Date of completion June 30, 19 40

Date work started Sept. 6, 19 39

Estimated date of completion " " , 19 40

Amount of contract $78607.75

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $83000.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3500. , 4.35 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor working on other jobs this week.

The grading work on this job is completed with exception of connection at north end , about 200 cu. yds. which would interfere with traffic, and which can be done in conjunction with surfacing work when ready to surface at that place. There will also be state force work carried on in slide areas after this date.

NOTED
RAY WEBBER

Signed P P Whitmore
P. P. Whitmore, Resident Engineer.

Address Ashland, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.01				
Miles partially completed	1.01				
Miles completed					
Total estimated quantities	207000.				
Estimated quantities moved or placed to date	207000.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week.		Contractor working on other jobs.
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

302-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGE
PUBLIC ROADS ADMINIST

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Oregon FAP ~~302-A (2)~~ 302-A(1)
Siskiyou-Bear Canyon Sec.,
Pacific Highway

POST OFFICE BUILDING
PORTLAND, OREGON

February 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

wa4pr-3641

Form P. R. 2

State Oregon

Federal Aid Project No. 302-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of December, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of August, 1939, a project statement, which was approved by the Secretary on the 23d day of August, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 15th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of one hundred forty-one thousand, nine hundred twenty and 00/100 dollars ($141,920.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 534+55 in the SE 1/4, Sec. 20, T. 40 S., R. 2 E., W. M., the south end of Sec. H of said project, and survey station 656+60 in the SW 1/4, Sec. 33, T. 40 S., R. 2 E., W. M., the north end of Sec. I of said project

, length 2.320 miles, in Jackson County, being Section A(1) of Oregon Federal Aid project No. 302, consisting of 2.320 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of one hundred forty-one thousand, nine hundred twenty and 00/100 dollars ($141,920.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred thirty-six thousand, five hundred thirty-two and 17/100 dollars ($236,532.17), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JAN 18 1940, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By Herman M. Oliver

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 302-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 236,532.17 as the total estimated cost of said project, and the sum of $ 141,920.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 18 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~S[illegible]~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4200

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

RECEIVED
JAN 31
FOR FILING

FA 302-A-1

January 30, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 17, 1939, concerning the certified copy of Contract No. 2209 on the North Unit, Siskiyou-Bear Canyon Section, Project No. FA 302-A (1).

The phrase, "until such time as the light oil treatment is applied thereon as hereinafter specified," under the subhead "Maintenance of Surfacing" on page 24 of the special provisions, was inadvertently not deleted. Accordingly, the certified copy of contract submitted to your department conforms with the original on file in this office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 17, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the certified copy of contract No. 2209 on the North Unit of the Siskiyou-Bear Canyon Section of the Pacific Highway, Oregon Federal Aid Project 302-A (1).

With your consent we crossed off the phrase "until such time as the light oil treatment is applied thereon as hereinafter specified" at the end of the special provision "Maintenance of Surfacing" on sheet No. 24 before forwarding the proposal form to the Regional Office with our recommendation for approval. The phrase, however, is in the copies of the contract received with your letter of January 10, 1940.

Please have Mr. Nash authorize us to delete it from the certified copy, or confirm the fact that it is actually in the contract.

Until we hear from you we will hold all copies of the contract in this office.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 302-A (1)
Siskiyou-Bear Canyon Section
Pacific Highway

December 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Highway Engineer

RECEIVED
DEC 14 1939
FOR FILING

FA 302-A-1

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Siskiyou-Bear Canyon Section, Project No. FA 302-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 302-A (1)

SISKIYOU-BEAR CANYON SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 5, 1939

North Unit

All Required		Clearing and Grubbing	$ - -	$ 5,000.00
1	acre	Extra Clearing and Grubbing	500.00	500.00
550	cu. yds.	Trench Excavation	2.00	1,100.00
207,000	cu. yds.	Excavation, Single Classif.	.27	55,890.00
334,000	yd. sta.	Overhaul	.01	3,340.00
21,000	yd. mi.	Truck Haul	.10	2,100.00
1.0	mile	Finishing Roadbed and Slopes	500.00	500.00
3,000	lin. ft.	Rounding Cutbanks	.06	180.00
870	lin. ft.	8" Perforated Corr. Iron Pipe	1.00	870.00
120	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	3.30	396.00
280	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	4.00	1,120.00
15	lin. ft.	12" Concrete Pipe	.85	12.75
200	lin. ft.	18" Concrete Pipe	2.10	420.00
290	lin. ft.	30" Extra Strength Concrete Pipe	4.80	1,392.00
310	lin. ft.	36" Extra Strength Concrete Pipe	7.50	2,325.00
150	cu. yds.	Rock Backfill in Drains	3.00	450.00
75	cu. yds.	Class "A" Concrete	22.00	1,650.00
10,700	lbs.	Metal Reinforcement	.06	642.00
280	lin. ft.	Cable Guard Fence	1.00	280.00
700	cu. yds.	Quarry-run Rock in Surfacing	.20	140.00
500	cu. yds.	Decomposed Granite in Surfacing	.20	100.00
2,000	yd. mi.	Hauling Surfacing Materials	.10	200.00
				$ 78,607.75

South Unit

All Required		Clearing and Grubbing	$- -	$ 3,000.00
1	acre	Extra Clearing and Grubbing	500.00	500.00
1,600	cu. yds.	Trench Excavation	2.00	3,200.00
19,000	cu. yds.	Excavation, Sta. 584+40 to 596	.23	4,370.00
279,000	cu. yds.	Excavation, Sta. 596 to 618+50	.23	64,170.00
112,000	cu. yds.	Excavation, Sta. 618+50 to 657+60	.23	25,760.00

550,000	yd. sta.	Overhaul	$ .01	$ 5,500.00
90,000	yd. mi.	Truck Haul	.10	9,000.00
1.4	miles	Finishing Roadbed and Slopes	300.00	420.00
7,500	lin. ft.	Rounding Cutbanks	.06	450.00
4,000	lin. ft.	9" Perforated Corr. Iron Pipe	.90	3,600.00
190	lin. ft.	18" Corr. Iron Pipe, Protected Invert	1.55	294.50
430	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	3.25	1,397.50
460	lin. ft.	18" Concrete Pipe	2.10	966.00
180	lin. ft.	24" Concrete Pipe	2.65	477.00
210	lin. ft.	30" Concrete Pipe	4.25	892.50
320	lin. ft.	36" Concrete Pipe	7.50	2,400.00
630	cu. yds.	Rock Backfill in Drains	3.00	1,890.00
200	cu. yds.	Class "A" Concrete	22.00	4,400.00
30,000	lbs.	Metal Reinforcement	.06	1,800.00
200	lin. ft.	Cable Guard Fence	1.00	200.00
2,200	cu. yds.	Quarry-run Rock in Surfacing	.20	440.00
1,500	cu. yds.	Decomposed Granite in Surfacing	.20	300.00
5,000	yd. mi.	Hauling Surfacing Materials	.10	500.00
0.44	mile	Preparation of Base	100.00	44.00
15	tons	SC-2 Road Oil in Place	30.00	450.00
				$136,421.50
			Subtotal	$215,029.25
			10% Engr. & Cont.	21,502.92
			Total	$236,532.17

Length 2.320 miles
Cost per mile $ 101,953.52

Federal Aid Funds- -	$141,920.00
State Funds- -	94,612.17
	$236,532.17

1939 F.A. Funds	$ 30,000.00	Length	0.490 mile
1940 F.A. Funds	$111,920.00	Length	1.830 miles

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FH 302-A-1

September 26, 1939

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2209 which was awarded to you on August 31, 1939, for grading the North Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County. This is for your records and files.

Very truly yours,

[illegible]

Secretary

FORM 8-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

FA 302-A-1

SEP - 8 193

IN REPLY PLEASE
REFER TO FILE NO.

Ashland, Oregon.
Sept. 6,1939

Mr. W. H. Lynch, District Engineer,
Public Roads Administration,
P. O. Box 3900, Portland, Ore.

Dear Sir;

Contractor Roy Houck started work today clearing and setting up a shop
for North Unit and South Unit Siskiyou- Bear Canyon, Pacific Highway, Jackson
Grading
County, Oregon.

P. P. Whitmore
PPWhitmore
Resident Engineer.

cc Baldock
cc Lytle

RECEIVED

307/G-1
#2[illegible]

September 5, 1939

Mr. Roy L. Houck,
United States National Bank Bldg.,
Salem, Oregon

Dear Sir:

We are handing to you, herewith, four copies of the following contracts which were awarded to you by the State Highway Commission on August 31, 1939:

Contract No. 2209 covering the grading of the North Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County.

Contract No. 2210 covering the grading of the South Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County.

Will you please execute all four copies of each of these contracts as to agreement and bond and return all copies to this office for approval by the State Highway Commission. After they have been so approved a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph relative to the Workmen's Compensation Act under Section 5 of the General Provisions. You are expected to accept the terms of this act and to carry on your work in connection with these projects in strict conformance therewith.

Your attention is calso called to the mimeographed page immediately preceding the blue printed provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MO

Secretary

RECEIVED
SEP 5 1939

302-3-1
#[illegible]

September 1, 1939

Mr. Roy L. Houck
U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission on August 31, 1939, awarded you the contract for 1.01 miles grading on the North Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County. This award was based on your low bid of $78,607.75 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FA 302-A-1

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C 14 1939
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

SEP - 5 1939

August 31, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 302-A (1), the South Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
DEC 14 1939
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FA 302-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 31, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 302-A (1), the North Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 31, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired on the Siskiyou-Bear Canyon Section, Project No. FA 302-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 16 1939
STATE HIGHWAY COMMISSION

August 15, 1939

Mr. R.H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. and E. documents for Oregon Federal Aid Project No. 302-A (1), the Siskiyou-Bear Canyon Section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Concurrence in award will be withheld pending approval of the project statement and the 1940 Federal Aid Program and also a showing by the State that the right to occupy and use the right-of-way has been secured.

Very truly yours,

W. H. LYNCH,
District Engineer.

By F E Andrews
F. E. Andrews,
Senior Highway Engineer.

August 10, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Siskiyou-Bear Canyon Section, Project No. FA 302-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department Federal Aid Project No. 302-A (1)

SISKIYOU-BEAR CANYON SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 10, 1939

North Unit

All Required		Clearing and Grubbing	$ - -	$ 5,600.00
1	acre	Extra Clearing and Grubbing	300.00	300.00
550	cu. yds.	Trench Excavation	.90	495.00
207,000	cu. yds.	Excavation, Single Classif.	.31	64,170.00
334,000	yds. sta.	Overhaul	.01	3,340.00
21,000	yd. mi.	Truck Haul	.10	2,100.00
1.0	mile	Finishing Roadbed and Slopes	350.00	350.00
3,000	lin. ft.	Rounding Cutbanks	.08	240.00
870	lin. ft.	9" Perforated Corr. Iron Pipe	.80	696.00
120	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	3.00	360.00
280	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	4.00	1,120.00
15	lin. ft.	12" Concrete Pipe	1.00	15.00
200	lin. ft.	18" Concrete Pipe	1.80	360.00
290	lin. ft.	30" Extra Strength Concrete Pipe	4.00	1,160.00
310	lin. ft.	36" Extra Strength Concrete Pipe	4.25	1,317.50
150	cu. yds.	Rock Backfill in Drains	2.75	412.50
75	cu. yds.	Class "A" Concrete	22.00	1,650.00
10,700	lbs.	Metal Reinforcement	.05	535.00
280	lin. ft.	Cable Guard Fence	1.00	280.00
700	cu. yds.	Quarry-run Rock in Surfacing	1.45	1,015.00
500	cu. yds.	Decomposed Granite in Surfacing	1.45	725.00
2,000	yd. mi.	Hauling Surfacing Materials	.15	300.00
				$ 86,840.00

South Unit

All Required		Clearing and Grubbing	$ - -	$ 2,500.00
1	acre	Extra Clearing and Grubbing	200.00	200.00
1,600	cu. yds.	Trench Excavation	.80	1,280.00
19,000	cu. yds.	Excavation, Sta. 584+40 to 596	.31	5,890.00
279,000	cu. yds.	Excavation, Sta. 596 to 618+50	.25	69,750.00
112,000	cu. yds.	Excavation, Sta. 618+50 to 657+60	.28	31,360.00

550,000	yd. sta.	Overhaul	$ .005	$ 2,750.00
90,000	yd. mi.	Truck Haul	.10	9,000.00
1.4	mile	Finishing Roadbed and Slopes	350.00	490.00
7,500	lin. ft.	Rounding Cutbanks	.08	600.00
4,000	lin. ft.	9" Perforated Corr. Iron Pipe	.75	3,000.00
190	lin. ft.	18" Corr. Iron Pipe, Protected Invert	1.80	342.00
430	lin. ft.	24" Extra Strength Corr. Iron Pipe, Protected Invert	3.00	1,290.00
460	lin. ft.	18" Concrete Pipe	1.80	828.00
180	lin. ft.	24" Concrete Pipe	1.65	297.00
210	lin. ft.	30" Concrete Pipe	4.00	840.00
320	lin. ft.	36" Concrete Pipe	6.00	1,920.00
630	cu. yds.	Rock Backfill in Drains	2.75	1,732.50
200	cu. yds.	Class "A" Concrete	22.00	4,400.00
30,000	lbs.	Metal Reinforcement	.05	1,500.00
200	lin. ft.	Cable Guard Fence	1.00	200.00
2,200	cu. yds.	Quarry-run Rock in Surfacing	1.00	2,200.00
1,500	cu. yds.	Decomposed Granite in Surfacing	1.40	2,100.00
5,000	yd. mi.	Hauling Surfacing Materials	.15	750.00
0.44	mile	Preparation of Base	200.00	88.00
15	tons	SC-2 Road Oil in Place	40.00	600.00
				$145,907.50

Subtotal	$232,747.50
10% Engr. & Cont.	23,274.75
Total	$256,022.25

Length	2.320 miles
Cost per mile	$ 110,354.41

Federal Aid Funds- -	$153,620.00
State Funds- -	102,402.25
	$256,022.25

1939 F.A. Funds	$ 30,000.00	Length	0.453 mile
1940 F.A. Funds	$123,620.00	Length	1.867 miles

SISKIYOU-BEAR CANYON SECTION

FEDERAL AID PROJECT NO. 302-A (1)

While negotiations for right of way are in progress, some eight parcels have not as yet been acquired nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within seventeen days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 10, 1939

CONTRACT# [redacted] 2210

FA 302-A-1 South Unit, Siskiyou-Bear 1939
Canyon Sec., Pacific Hwy.
#2210

RECEIVED
JUL 25 1941
FOR FILING

302-A-1

July 23, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 5, 1941, containing inquiry with regard to the quantities included in the final voucher for the Siskiyou-Bear Canyon Section, Project No. FA 302-A (1).

Items, number 7 for the North Unit, and number 9 for the South Unit (Finishing Roadbed and Slopes), are incorrect, and the quantities listed in the final voucher should be corrected to 0.94 mile and 1.37 miles, respectively.

The ditch excavation included in items number 4 (North Unit) and number 6 (South Unit), is correctly given in the final voucher for the following reasons:

The drain ditch on the North Unit, from Sta. 534+09 to 537+90, was necessarily constructed beyond the project limits to discharge into the concrete box culvert at approximate Sta. 534.

In a like manner, the drainage ditch at the south end of the South Unit was constructed to drain into the 30-inch pipe culvert at approximate Sta. 657+50.

Accordingly, since the purpose of these ditches is for drainage of the highway within the project limits, and they were constructed beyond the project limits only to reach points of available discharge, it is our opinion they are correctly participating items.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 5, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon FAP 302-A (1), Siskiyou-Bear Canyon Section of the Pacific Highway.

The itemized quantities for the North Unit, your contract No. 2209, has the heading, "Sta. 534+55 to 584+40", but the quantities for Items 1, 7 and 8 are the same as those shown on the field estimate for the entire contract length. Also there has been no deduction made for any portion of Item 4 involved in ditches north of Station 534+55.

The itemized quantities for the South Unit, your contract No. 2210, has the heading, "Sta. 584+40 to 656+60", but the quantities for Items 1, 9 and 10 are the same as those shown on the field estimate for the entire contract length. Also there has been no deduction made for any portion of Item 6 involved south of Station 656+60.

Apparently 0.09 of the finishing (Item 7 of contract No. 2209 and Item 9 of contract No. 2210) should be eliminated from the voucher. It may be that reductions in the other quantities should be based on some factor other than length. Will you please advise.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 27 1940
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302-A-1

COPY

December 26, 1940

E. I. du Pont de Nemours & Co.
1110 Hoge Building
Seattle, Wash.

Gentlemen: Attention A. E. Anderson, Manager

In accordance with your request of December 7 we are listing the following information:

Contract No. 2209, Roy L. Houck, for grading on the North Unit, Siskiyou-Bear Canyon Section in Jackson County, was accepted by the Commission on October 11, 1940. Total amount earned on this contract was $79,107.87. Final payment was mailed December 4, 1940.

Contract No. 2210, Roy L. Houck, for grading on the South Unit, Siskiyou-Bear Canyon Section in Jackson County, was accepted by the Commission July 19, 1940. The total amount earned on the contract was $128,253.42, final payment for which was mailed November 26, 1940, and there is no retained percentage on this job, or on Contract No. 2209.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

RECEIVED
NOV 1 1940
FOR FILING

3-2-A-1

November 4, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2210, for 1.4 miles of grading on the S. Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after November 14, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $128,253.42, including final payment, of which $142.14 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MEB

NOTED
D. G. DeSart

R.H. Baldock

302-A-1

RECEIVED
OCT 16 1940
FOR FILING

October 1st, 1940

NOTED
State Highway Engineer

FINAL COST ANALYSIS
South Unit, Siskiyou-Bear Canyon Section
Pacific Highway in Jackson County

Contract 2210 Prefix 15-1123

Roy L. Houck, Contractor P. P. Whitmore, Resident Engineer

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,433.33	100%			$3,000.00
Extra Clearing & Grubbing	115.00	0.318 acre	$361.64	$500.00	159.00
Trench Excavation	1,316.64	1,099.3 cu. yd.	1.198	2.00	2,198.60
Excav. Sta. 584+40 to 596	3,635.53	19,454.8 " "	0.1868	0.23	4,474.60
" " 596 to 618+50	58,289.20	266,881.5 " "	0.2184	0.23	61,382.75
" " 618+50 to 657+60	29,072.88	111,118.5 " "	0.2616	0.23	25,557.26
Overhaul	8,577.78	571,852 yd. sta.	0.015	0.01	5,718.52
Truck Haul	9,942.24	76,478.8 yd. mi.	0.130	0.10	7,647.88
Finishing Roadbed & Slopes	910.45	1.39 Mi.	655.00	300.00	417.00
Rounding Cutbanks	371.00	5,300 lin. ft.	0.07	0.06	318.00
9" Perf. Corr. Iron Pipe	2,806.53	3,657 " "	0.767	0.90	3,291.30
18" Corr. Iron Pipe, P.I.	213.42	136 " "	1.569	1.55	210.80
24" XSTR Corr. Iron Pipe, P.I.	1,033.76	340 " "	3.040	3.25	1,105.00
18" Concrete Pipe	625.53	324 " "	1.931	2.10	680.40
24" " "	458.30	186 " "	2.464	2.65	492.90
30" " "	799.03	207 " "	3.860	4.25	879.75
36" XSTR Concrete Pipe	1,379.72	204 " "	6.763	7.50	1,530.00
Rock Backfill in Drains	1,440.54	459 " "	3.138	3.00	1,377.00
Class "A" Concrete	4,068.45	183.47 cu. yd.	22.175	22.00	4,036.34
Metal Reinforcement	1,630.95	30,034.82 lbs.	0.054	0.06	1,802.09
Cable Guard Fence	327.88	262 lin. ft.	1.251	1.00	262.00
Quarry Run Rock in Surfacing	498.63	1,977 cu. yd.	0.252	0.20	395.40
Decomposed Granite in Surf.	549.77	1,395 " "	0.394	0.20	279.00
Hauling Surfacing Material	892.27	4,189.5 yd. mi.	0.213	0.10	418.95

ct 2210 - Final C Analysis.

Item	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$40.72	0.44 Mi.	$92.55	$100.00	$44.00
SC-2 Road Oil in Place	479.56	14.8 Ton	32.40	30.00	444.00
PA #1, Cement Adjustment		4.035 Bbl.		2.91	11.74
EWO #1, Water Pipe - 1" Galv. Iron	180.77				142.14
	$138,895.62				$128,276.42

Total Cost	$138,895.62
Gross Revenue	128,276.42
Net Loss	$10,619.20

Net Loss Equals 8.28% of Gross Revenue

Contract 2210

Details of Cost

Labor:

Supervision		$2,025.30	
Labor		45,039.04	
State Industrial Accident	6½% of P/R	3,059.18	
Unemployment Compensation	3% of P/R	1,411.93	
Old Age Benefit	1% of P/R	470.64	
			$52,006.09

Materials:

9" Perf. Corr. Iron Pipe	3,657	lin. ft.	at	$0.576	$2,106.43	
9" " " " " Bands	185		"	0.918	169.83	
18" Corr. Iron Pipe	136	lin. ft.	"	1.188	161.57	
18" " " " Bands	7		"	1.602	11.21	
24" XSTR C.I.P.	340	lin. ft.	"	2.421	823.14	
24" " " Bands	17		"	2.25	38.25	
18" Concrete Pipe	324	lin. ft.	"	1.568	508.03	
24" " "	186	" "	"	1.9404	360.91	
30" " "	207	" "	"	3.136	649.15	
36" XSTR Concrete Pipe	204	" "	"	5.635	1,149.54	
Rock Backfill in Drains	459	cu. yd.	"	2.75	1,262.25	
Cement	293	bbl.	"	2.91	852.63	
Concrete Aggregate	1,619	cu. yd.	"	2.25	322.00	
" Sand	72½	cu. yd.	"	2.75	199.38	
Metal Reinforcement	30,034.82	lbs.	"	0.0435	1,306.51	
1" Galv. Iron Pipe	1,200	lin. ft.	"	0.0915	109.81	
Cable Guard Posts	34		"	2.83	96.18	
Cable Guard Lumber					35.00	
" " Cable & Hardware					44.53	
SC-2 Road Oil	14.8	Ton	"	11.00	162.80	
						10,369.15

Miscellaneous:

Equipment Rental (Incl. Repairs)	$44,215.17	
Gas, Oil and Grease	11,346.03	
Form Lumber	289.00	
Explosives	9,500.00	
Miscellaneous Expense	5,025.00	
Freight	398.00	
Drilling & Shooting Expense	810.00	
Camp Lumber	858.00	
Overhead Expense	248.00	
Home Office Expense	2,554.12	
Bond	1,277.06	
		76,520.38
Total Cost		$138,895.62

Contract 2210

REMARKS:

This was a Regular Federal Aid Project and consisted of construction of 1.4 miles of highway roadbed. This contract was bid and awarded August 31st, 1939. Work was started September 6th, and completed July 7th, 1940.

The clearing area amounted to 33.2 acres and included some heavy falling of fir, pine and spruce as well as small trees and underbrush. A crew of four fallers, fifteen laborers and a D-8 cat and dozer did most of this work in three weeks.

The cost of trench excavation was high due to solid rock which had to be drilled and shot and removed by hand labor.

Excavation was bid in three sections. The section from Station 584+40 to 596 included about 10% of rock or 2,000 cubic yards; the second section from Station 596 to 618+50 and located through the cut at the summit of the Siskiyou Mts. included about 20% of rock or 53,000 cubic yards; the third section from Station 618+50 to 657+60 included about 33% of rock or 37,000 cubic yards. The total quantity of solid rock amounted to about 92,000 cubic yards and had to be ripped or blasted, requiring 86,000 lbs. of powder averaging .9 lbs. per cu. yd. The entire amount of excavation material was moved by D-8 cats and dozers and 12-yard LeTourneau scrapers, except for a small amount of ditch and culvert site excavation which was removed by a 3/8 cu. yd. trench hoe shovel. The rock, breaking big, was difficult to move with this equipment, requiring push cats to load and causing excessive repair costs. The total excavation of 397,500 cu. yds. was moved in 14,250 cat hours at an average of 28 cu. yds. per hour. During this time tandem carryall units were used for 2,440 hours. Included in the above cat time was the hauling of materials totaling 572,000 yd. sta. overhaul and 76,500 yd. mi. truck haul. Most of the common material was moved during dry weather, and the solid material during wet weather. A D-2 cat and sheepsfoot roller were used to compact fill material. Benches were dug in the original ground with cats and dozers to prevent slides.

Rough grading left considerable work for finishing crews, and the cost of this item was high.

It was necessary to build two detours. The surfacing material was taken from a quarry on the contract and from a highway roadbed cut a mile north of the job. The detour at the summit near Station 606 was given a light treatment of SC-2 road oil. The oil delivered at Siskiyou Station cost $11.00 per ton.

This job was handled in an efficient manner, but the bid prices were too low, particularly on excavation and hauling items so that the job showed a loss to the contractor.

This job was bid and the moving in and progress of work was done in conjunction with Contract 2209, an adjoining 1.01 mile grading section.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

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OCT 1 1940
FOR FILING

302-A-1

September 30, 1940

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 2210, South Unit, Siskiyou-Bear Canyon Section of the Pacific Highway in Jackson County. This payment will be made on or after October 10, 1940.

Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

Form E-1—5M—9-39

302-A-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 13, 1940. , 19

Section South Unit Siskiyou- Bear Canyon

Kind of work Grading

Highway Pacific

Section prefix 15-1123 302-A (1)

Contractor Roy L. Houck

Contract number 2210

Date of contract Aug. 31 , 1939

Date of completion July 31 , 1940

Date work started Sept. 6 , 1939

Estimated date of completion July 7 , 1940

Amount of contract $136421.50

Per cent of time elapsed 94 %

Estimated cost of completed project, exclusive of engineering $133150.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $6150. , 4.6 %

Date project was completed July 7 , 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked labor crew on finishing work and installing 9" Perf C I Pipe.

Completed all work July 7.

NOTED
RAY WEBBER

RECEIVED
JUL 15 1940

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Ashland, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.4				
Miles partially completed	1.4				
Miles completed					
Total estimated quantities	400000.				
Estimated quantities moved or placed to date	400000.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3						3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FA 303-A-1

September 26, 1939

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2210 which was awarded to you on August 31, 1939, for grading the South Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

FA 302-A-1

September 26, 1939

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency, Agents
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2210 which was awarded to Roy L. Houck on August 31, 1939, for grading the South Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JM:AM

Secretary

[illegible]

Roseburg, Oregon
Sept. 15, 1939

C
O
P
Y

Subject: Request for Plans

S. H. Probert
Office Engineer

Dear Sir:

I had to give me set of plans for both the North and South Units of the Siskiyou-Bear Canyon Section to the Telephone Company and I would be pleased to have you send another set for our files.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

P.S. Please send additional set of plans of the Edson-Squaw Creek Section of the Squaw Creek Road, Curry County.

GREAT AMERICAN INDEMNITY COMPANY
NEW YORK

Portland, Oregon
September 15th, 1939

Oregon State Highway Commission
Salem, Oregon

Re: Roy L. Houck

Gentlemen:

We are sending you, by express, four executed copies each of contracts 2209 and 2210, being contracts on the North Unit and South Unit, Siskiyou-Bear Canyon Section, Jackson County.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By

(Sgnd.) Fred C. Reed

FCR
bs:

302-A-1

September 13, 1939

R. H. Baldock

K. D. Lytle

Richfield beacon, Siskiyou summit,
right of way file 71834

The right of way department has advised that an agreement has been reached with Highway Communities Corporation with reference to the Richfield beacon at the Siskiyou summit and that this beacon may be dismantled on and after September 16, 1939. I am advised further that the contractor is desirous of getting the beacon out of the way and that owing to the limited time available there has been no opportunity to make a sale of the structure.

Therefore, will you please have prepared a force order for the dismantling of the beacon by the contractor? In doing this he should be required to carefully dismantle the structure and to preserve and pile the materials in a safe place for later possible sale or use by this department.

RHB:AW
cc Mr. Perry P. Whitmore
Mr. J. M. Devers

orm E-30—2M—6-30

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

302-9-1

September 11, 1939

NOTED
C. B. McCullough

From: J. W. DeSouza

To: Perry Whitmore

Subject: Richfield beacon, Siskiyou summit
File 7183A

Mr. McCallister advises that Mr. Roy Houck has phoned him with respect to the removal of the Richfield beacon at the Siskiyou summit.

Our understanding with the Highway Communities Corporation is that the sign may be removed at any time after September fifteenth and that the night of September fifteenth is the last night it will be lighted. This information also has been given to United Air Lines and to the Federal Civil Aeronautics Authority. We feel that this plan should be carried out exactly so that there will be no confusion affecting air traffic.

Mr. McCallister advises that Mr. Lammers has had some discussion with him relative to the possible purchase and wrecking of the beacon, but nothing in this regard has been worked out. If it is we will have to get special authority from the State Highway Commission to make the sale.

We will have a right to start dismantling the beacon on September sixteenth, and unless you hear from us to the contrary it would appear that the best plan would be to have the contractor start dismantling the same on that date. Mr. McCallister will be in Ashland Tuesday of this week and will discuss the matter with you further.

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. K. D. Lytle
Mr. H. G. Smith

502-A-1
#2210

September 5, 1939

Mr. Roy L. Houck,
United States National Bank Bldg.,
Salem, Oregon

Dear Sir:

We are handing to you, herewith, four copies of the following contracts which were awarded to you by the State Highway Commission on August 31, 1939:

Contract No. 2209 covering the grading of the North Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County.

Contract No. 2210 covering the grading of the South Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County.

Will you please execute all four copies of each of these contracts as to agreement and bond and return all copies to this office for approval by the State Highway Commission. After they have been so approved a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph relative to the Workmen's Compensation Act under Section 5 of the General Provisions. You are expected to accept the terms of this act and to carry on your work in connection with these projects in strict conformance therewith.

Your attention is calso called to the mimeographed page immediately preceding the blue printed provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

RECEIVED
SEP 5 1939

302-G-1
2210

September 1, 1939

Mr. Roy L. Houck
U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission on August 31, 1939, awarded you the contract for 1.4 miles grading on the South Unit, Siskiyou-Bear Canyon Section of the Pacific Highway, in Jackson County. This award was based on your low bid of $136,421.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT#[redacted]2211

FLH 3-G-1 Owyhee River - Tudor Ranch
2211 I.O.N. Highway 1939

R H Baldock

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FLA 2-G-1

Sep[illegible]ber 11th, 1940

COST ANALYSIS-FINAL REPORT
I.O.N. Highway, Owyhee River-Tudor Ranch Section
Contract 2211 Prefix 123-1023
M. L. O'Neil & Son, Contractors
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,393.20	100%			$2,250.00
Trench Excavation	367.80	613 cu. yd.	$0.60	$0.15	91.95
Common "	33,277.31	267,022.1 " "	0.124	0.15	40,053.32
Solid Rock "	10,350.76	23,050.1 " "	0.45	0.60	13,830.06
Overhaul	3,997.42	399,742 yd. sta.	0.01	0.01	3,997.42
Truck Haul	2,490.68	17,790.6 yd. mi.	0.14	0.10	1,779.06
Finishing Roadbed & Slopes	1,806.00	18.06 Miles	100.00	125.00	2,257.50
18" Corr. Iron Pipe	3,771.64	2,528 lin. ft.	1.49	1.55	3,918.40
24" " " "	370.04	156 " "	2.37	2.50	390.00
36" " " "	812.36	178 " "	4.56	4.90	872.20
48" " " "	678.56	106 " "	6.40	7.00	742.00
72" " " "	829.53	67 " "	12.38	12.75	854.25
24" Corr. Iron Siphon Pipe	177.48	60 " "	2.96	3.05	183.00
Concrete in Siphon Boxes	206.00	5.94 cu. yd.	34.68	34.00	201.96
Selected Roadbed Topping	4,383.88	29,820 cu. yd.	0.147	0.20	5,964.00
Hauling " "	3,850.58	43,007.2 yd. mi.	0.09	0.10	4,300.72
Install Timber Piling	714.00	20 each	35.70	35.00	700.00
Treated Lumber	1,922.55	17.135 M-FBM	112.20	110.00	1,884.85
Class "A" Concrete	1,732.96	49.97 cu. yd.	34.68	34.00	1,698.98
Metal Reinforcement	761.20	10,661 lbs.	0.07	0.07	746.27
Copper and Bronze	28.69	37.5 lbs.	0.775	0.75	28.13
Concrete Handrail	894.84	175.46 lin. ft.	5.10	5.00	877.30
PA #1, 18" Corr. Iron Siphon Pipe	122.42	60 " "	2.02	1.90	114.00
#2, 12" Corr. Iron Pipe	199.76	154 " "	1.30	1.45	223.30

Owyhee River-Tudor Ranch Section

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
(Totals Brought Forward)	$75,139.66				$87,958.67
PA #2, Automatic Drainage Gates	25.00				25.00
	$75,164.66				$87,983.67

Gross Revenue	$87,983.67
Total Cost	75,164.66
Net Profit	$12,819.01

Net Profit Equals 14.6% of the Gross Revenue

Detail of Cost

Labor:

Supervision (Includes M. L. O'Neil, 6 mos. at $200.00)	$2,705.00	
Labor (Does not include sub-contractor's labor)	20,741.50	
State Industrial Accident Insurance	727.26	
Social Security & Unemployment Insurance	889.68	
		$25,063.44

Materials:

12" Corr. Iron Pipe	154	lin. ft.	at $1.10	$169.40	
12" " " " Bands	4	each	" 1.34	5.36	
18" " " "	2,528	lin. ft.	" 1.24	3,134.72	
18" " " " "	63	each	" 1.92	120.96	
24" " " "	156	lin. ft.	" 1.99	310.44	
24" " " " "	4	each	" 2.40	9.60	
36" " " "	178	lin. ft.	" 3.96	704.88	
36" " " " "	4	each	" 3.87	15.48	
48" " " "	106	lin. ft.	" 5.36	568.16	
48" " " " "	4	each	" 5.10	20.40	
72" " " "	67	lin. ft.	" 9.73	651.91	
72" " " " "	4	each	" 9.68	38.72	
18" " " Siphon Pipe	60	lin. ft.	" 1.62	97.20	
18" " " " " Bands	2	each	" 2.11	4.22	
24" " " Siphon Pipe	60	lin. ft.	" 2.47	148.20	
24" " " " " Bands	2	each	" 2.64	5.28	
Automatic Drainage Gates	2	"	" 8.58	17.16	
					6,022.09

Equipment Rental, Supplies & Misc.:

Equipment Rental (Including repairs)	$26,500.00	
Gas, Oil and Grease	6,636.80	
Explosives	1,860.00	
Small Tools, Supplies & Misc.	1,250.00	
Overhead Expense	375.00	
Bond 1% of Gross Revenue	879.84	
Home Office ½% of " "	440.00	
		37,941.64

Sub-Contract - Philpott:

Concrete in Siphon Boxes	5.94	cu. yd.	at 34.00	$201.96	
Install Timber Piling	20	each	" 35.00	700.00	
Treated Lumber	17.135	M-FBM	at 110.00	1,884.85	
Class "A" Concrete	49.97	cu. yd.	at 34.00	1,698.98	
Metal Reinforcement	10,661	lbs.	" 0.07	746.27	
Copper and Bronze	37.5	lbs.	" 0.75	28.13	
Concrete Handrail	175.46	lin. ft.	at 5.00	877.30	
					6,137.49
					$75,164.66

Owyhee River-Tudor Ranch Section

REMARKS:

This contract consisted of the grading and topping of 18.07 miles of roadway. It was bid August 31st, 1939; work was started October 16th, 1939 and finished May 21st, 1940.

The clearing consisted of small sagebrush and was accomplished at about $77.00 per mile with hand labor and cat and scraper.

The contractor utilized the same equipment that was used on the adjoining job and as a camp had been previously erected, he was spared the costs of moving in and erecting camp. The excavating equipment consisted of 4 - 95 h.p. cats equipped with 3 - 12-yard scrapers, dozer and ripper, 1 No. 12 diesel motor patrol, 1 - 210 compressor and pull grader.

The common excavation consisted of light material which proved ideal for scraper work. The solid excavation was composed of rock, some of which was ripped by use of extra heavy ripper. The greater part of the solid consisted of igneous rock which required close spacing of drill holes and a good deal of powder to reduce it to a size that the scrapers could handle.

On the previous contract the contractor encountered some difficulty in finishing the roadbed in cut and fills where the solid rock occurred. In performing the excavation on this contract, a great deal of care was used in drilling the cuts below grade and in putting the shot rock in bottom of fills. This cut the finishing costs down considerably.

The bridge work was sublet to Mr. Philpott.

For the topping, two 14 cu. yd. LeTourneau Tournapulls were used to pick up and haul 29,320 cu. yds. of material, and this was accomplished in 624 payroll hours or at a rate of 48 cu. yd. per hour for an average distance of 1.5 miles. An RD-8 cat was used to assist the pulls in loading. An average of about 1½ minutes was required in loading, and ½ minute in unloading, and about one minute to turn around on the fill. While in motion, the pulls averaged about 12 miles per hour.

The contractor had an experienced crew, and this coupled with excellent supervision and good equipment resulted in low costs.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FLH 3-G-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 13 1940
FOR FILING

July 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of __Oregon Federal Lands Highway Project FLH 3-G (1), Owyhee River-Tudor Ranch Section of the I.O.N. Highway__, was made by a representative of this office on __June 27, 1940__. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 8 1940
FOR FILING

FLH 3-G-1

August 7, 1940

Great American Indemnity Company
Harvey Wells-Reed, General Agents
412 Failing Building
Portland, Oregon

Gentlemen:

In response to your inquiry of August 3 you are advised that $37,972.86 represents the total amount paid on N. L. O'Neil & Sons's contract, No. 2211, Owyhee River-Tudor Ranch Section of the I.O.N. Highway. No force account work was performed under this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

PACIFIC DEPARTMENT

WILLIAM H. KOOP
PRESIDENT

**Great American
Indemnity Company
New York**

233 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE EXBROOK 0360

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS - FRED C. REED
GENERAL AGENTS
412 FAILING BUILDING

PORTLAND, OREGON

RECEIVED
– 1940

August 3,1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This will acknowledge your letter of August 2nd advising that the State Highway Commission will make final payment to M. L. O'Neil & Son for work done under contract No. 2211, Owyhee River-Tudor Ranch Section of the I.O.N. Highway in Malheur County on or after August 12,1940.

As surety under the above contract, we consent to the release of said funds on or before the date indicated.

For our records, kindly advise us the total amount paid on this project.

Very truly yours,

GREAT AMERICAN INDEMNITY COMPANY

By Fred C Reed
Attorney in Fact

$57972.56
[illegible]

FCR/bs

RECEIVED
AUG 7 1940
FOR FILING

FLH 3-G-1

August 2, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

This is to advise you that the State Highway Commission is now ready to make final payment, in the amount of $2,628.70, to M. L. O'Neil & Son in connection with state highway contract No. 2211, Owyhee River-Tudor Ranch Section of the I.O.N. Highway, in Malheur County. This payment will be made on or after August 12, 1940.

If you have any objections to the making of this payment please let us know before that time; also please advise if you approve the release of the warrant before August 12, 1940. We have no record of any outstanding claims against this job.

Very truly yours,

HBG:AM

Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 28 1940
FOR [illegible]

FLH 3-G-1

June 28, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son on Contract No. 2211, Owyhee River-Tudor Ranch Section of the I.O.N. Secondary Highway, in Malheur County. This payment will be made on or after July 9, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

Form E-1—5M—9-30

✓

FLH 3-G-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 25, 1940

Section	Owyhee River - Tudor Ranch	*Kind of work*	Grading & Bridge
Highway	I.O.N. Secondary	*Section prefix*	123-1023
Contractor	M.L.O'Neil & Son	*Contract number*	2211
Date of contract	August 31, 1939	*Date of completion*	July 31, 1940
Date work started	October 16, 1939	*Estimated date of completion*	May 24, 1940
Amount of contract	$ 97,325.75	*Per cent of time elapsed*	80 %

Estimated cost of completed project, exclusive of engineering $ 87,000.00

Per cent of contract completed, based on total contract price 89.3 %

Engineering cost to date, $ 5600, 5.8 %

Date project was completed May 24, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A crew of 6 men completed the hand work on the slopes on this project Tuesday, May 21. The remainder of the time, Tuesday until Friday was spent at camp, tearing down and packing.

Mr. W.C. Williams looked over the job on Wednesday.

Waterhouse and myself have been working on the semi-final estimate all week.

NOTED
RAY WEBBER

NOTED
[illegible] SMITH

Signed M. A. Toole

Address Jordan Valley, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	18.07				
Miles partially completed					
Miles completed	18.07				
Total estimated quantities	290,000				
Estimated quantities moved or placed to date	290,000				
Average daily quantities	2000				
Average daily quantities necessary to complete project on time	-				
Number shifts per day	1				
Hours per shift	7				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Malheur COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					2	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	fair		
Friday	fair		
Saturday	fair		

STATE PRINTING DEPT.

FLH 3-G-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FLH 3-G (1)
Owyhee R.-Tudor Ranch Sec.
I.O.N. Highway

January 16, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

Wa4pr-3341

Form P. R. 2
State Oregon
Project No. FLH 3-G(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of December, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory act of June 24, 1930 (46 Stat. 805):

Whereas the Highway Department of said State submitted on the 22nd day of October, 1932, a project statement, which was approved by the Secretary on the 1st day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section G (1) of said project which were recommended for approval by the United States District Engineer on the 14th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of sixty thousand, five hundred forty-two and 00/100 dollars ($60,542.00) as the share of the United States payable under said act on account of Section G (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State An amount sufficient to cover the cost of construction (Include date and citation of act of legislature by which authorized) not otherwise provided from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.

(*b*) From other sources From funds available under authorizations pursuant to the provisions of the Act approved June 24, 1930 (46 Stat. 805). (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2683+88 at the south boundary of Sec. 6, T. 33 S., R. 40 E., W.M., and survey station 3541+30 at the east boundary of Sec. 26, T. 31 S., R. 41 E., (excepting therefrom those portions between survey stations 2737+23 and 2762+60; 2998+32 and 3106+32; 3143+29 and 3163+25; 3177+53 and 3178+10; 3196+35 and 3214+42; 3217+46 and 3270+85.7; 3309+03 and 3349+38; 3369+05 and 3423+01; and 3482+86 and 3508+48), length 9.634 miles, in Malheur County, being Section G (1) of Oregon project No. FLH 3, consisting of 9.619 miles of roadway and 1 bridge[illegible] of more than 20 feet clear span, 0.015 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G (1) of said project shall not in any event exceed the sum of sixty thousand, five hundred forty-two and 00/100 dollars ($60,542.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-one thousand, two hundred fourteen and 81/100 dollars ($61,214.81), the approved total estimated cost of Section G (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of DEC 20 1939, 19-----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ------------------------------

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By ------------------------------

(Title of officer)

By ------------------------------

(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~,

By W J O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FLH 3-C(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $61,214.81 as the total estimated cost of said project, and the sum of $60,542.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of DEC 20 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 3—4280

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the [illegible].

RECEIVED
DEC 14 1939
FOR FILING

FLH 3-G-1

December 11, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Owyhee River-Tudor Ranch Section, Project No. FLH 3-G (1).

Likewise are enclosed three copies of an estimate of comparative unit costs for the 72" corrugated metal pipe to be installed at Station 3284+90 and an equivalent concrete box culvert, as requested in your letter of November 20, 1939.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

OWYHEE RIVER-TUDOR RANCH SECTION

PROJECT NO. FLH 3-G (1)

Comparative unit costs of 72" Corrugated Metal Pipe to be installed at Station 3284+50 and an equivalent Concrete Box Culvert.

72" Corrugated Metal Pipe

Unit Bid Price per lineal foot	$ 12.75

5' x 6' Concrete Culvert

0.5 cubic yards Concrete per lineal foot at $25.00	$ 12.50
80 lbs. Metal Reinforcement per lineal foot at $0.06	4.80
Estimated cost per lineal foot	$ 17.30

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications, covering Federal Lands Highway Project 3-G (1), Owyhee River-Tudor Ranch Section of the I.O.N. Highway.

Please send us three copies of the detail estimate of comparative costs to justify the use of 72" corrugated metal pipe at Station 3284+90. This tabulation was inadvertently omitted from the P.S.& E. submission.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
DEC 14 1939
FOR FILING

FLH 3-G-1

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Owyhee River-Tudor Ranch Section, Project No. FLH 3-G (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 3-G (1)

OWYHEE RIVER-TUDOR RANCH SECTION
OF THE I.O.N. HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 5, 1939

All Required		Clearing and Grubbing		$ 1,331.00
160	cu. yds.	Trench Excavation	$0.15	24.00
115,000	cu. yds.	Common Excavation	0.15	17,250.00
29,000	cu. yds.	Solid Rock Excavation	0.60	17,400.00
230,000	yd. stas.	Overhaul	0.01	2,300.00
6,400	yd. mi.	Truck Haul	0.10	640.00
9.62	miles	Finishing Roadbed and Slopes	125.00	1,202.50
1,080	lin. ft.	18" Corrugated Iron Pipe	1.55	1,674.00
190	lin. ft.	24" Corrugated Iron Pipe	2.50	475.00
44	lin. ft.	36" Corrugated Iron Pipe	4.90	215.60
60	lin. ft.	48" Corrugated Iron Pipe	7.00	420.00
60	lin. ft.	72" Corrugated Iron Pipe	12.75	765.00
13,000	cu. yds.	Selected Roadbed Topping	0.20	2,600.00
27,000	yd. mi.	Hauling Roadbed Topping	0.10	2,700.00
		Subtotal		$48,997.10
		10% Engr. & Cont.		4,899.71
		Total		$53,896.81

Bridge (Sta. 3271+27 to Sta. 3272+08)

20	only	Installing Timber Piling	$35.00	$ 700.00
18	M-FBM	Treated Lumber	110.00	1,980.00
52	cu. yds.	Class "A" Concrete	34.00	1,768.00
12,600	lbs.	Metal Reinforcement	0.07	882.00
50	lbs.	Copper and Bronze	0.75	37.50
180	lin. ft.	Concrete Handrail	5.00	900.00
		Subtotal		$ 6,267.50
		10% Engr. & Cont.		626.75
		Total		$ 6,894.25

Length of Roadway	9.619 miles
Length of Bridge	0.015 mile
Total Length	9.634 miles
Cost per Mile, Roadway	$56,031.61

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FLH Funds	State Funds
Roadway	$53,896.81	$53,676.00	$220.81
Bridge	6,894.25	6,866.00	28.25
	$60,791.06	$60,542.00	$249.06

NON-PARTICIPATING ITEMS (State-owned Treated Piling)

565 lin. ft. Treated Piling	$0.75	$423.75

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maint.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

SEP - 5 19

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 31, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Lands Highway Project No. FLH 3-G (1), the Owyhee River-Tudor Ranch Section of the I.O.N. Secondary Highway, to M. L. O'Neil & Son, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 31, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Please be advised that all necessary right of way has been acquired on the Owyhee River-Tudor Ranch Section, Project No. PLH 3-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

August 15, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page 10 for the Owyhee River-Tudor Ranch Section, Project No. FLH 3-G (1), which page has been revised to show the correct bridge drawing number 6534.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED
AUG 15 1939
STATE HIGH. [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 14, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P. S. and E. documents for Oregon Federal Lands Highway Project No. 3-G (1), the Owyhee River-Tudor Ranch Section of the I-O-N Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Commissioner of Public Roads.

Concurrence in award will be withheld until the right to occupy and use the right-of-way has been acquired.

(Please show the cost of State-furnished material in the agreement estimate.)

Very truly yours,

W. H. LYNCH,
District Engineer.

By F. E. Andrews
F. E. Andrews,
Senior Highway Engineer.

August 9, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith certification by the Register of the United States District Land Office of the Government lands traversed by the Owyhee River-Tudor Ranch Section, Project No. FLH 3-0 (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GENERAL LAND OFFICE
District Land Office

The Dalles, Oregon

JUL 29 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I hereby certify that as of the date noted above the following lands are unpatented and unappropriated federal lands, subject to U. S. Government control:

T. 33 S., R. 40 E., W. M.

Section 6 - W½

T. 32 S., R. 40 E.

Section 31 - NW¼ W½ SW¼
" 30 - W½
" 19 - W½
" 18 - W½
" 17 - S½ W½
" 14 - NW¼ NE¼, NW¼
" 12 - N½ SW¼, SW¼ SW¼, NW¼ NE¼

T. 32 S., R. 41 E.

Section 6 - N½ SE¼, S½ NE¼
" 5 - NW¼ SW¼

T. 31 S., R. 41 E.

Section 32 - SW¼
" 34 - N½ SW¼, SE¼ NW¼, NE¼
" 26 - SE¼ & SE¼ SW¼

Very truly yours,

W. F. Jackson
Register

UNITED STATES

DEPARTMENT OF THE INTERIOR

GENERAL LAND OFFICE

District Land Office

The Dalles, Oregon

AUG -1 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I hereby certify that as of the date noted above the following land is unpatented and unappropriated federal land, subject to U. S. Government control:

T. 32 S., R. 40 E.

Section 18 - E½

Very truly yours,

W A Wilkinson
Register
Acting

August 8, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Owyhee River-Tudor Ranch Section, Project No. FLH 3-G (1).

Likewise are enclosed five copies of right of way statement and copies of laboratory test of rock from seven prospective sources.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/OS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 3-C (1)

OWYHEE RIVER-TUDOR RANCH SECTION
OF THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 8, 1939

All Required		Clearing and Grubbing	$ - -	$ 1,100.00
160	cu. yds.	Trench Excavation	1.00	160.00
115,000	cu. yds.	Common Excavation	.18	20,700.00
29,000	cu. yds.	Solid Rock Excavation	.65	18,850.00
230,000	yd. sta.	Overhaul	.01	2,300.00
6,400	yd. mi.	Truck Haul	.15	960.00
9.62	miles	Finishing Roadbed and Slopes	200.00	1,924.00
1,080	lin. ft.	18" Corr. Iron Pipe	1.75	1,890.00
190	lin. ft.	24" Corr. Iron Pipe	2.75	522.50
44	lin. ft.	36" Corr. Iron Pipe	5.00	220.00
60	lin. ft.	48" Corr. Iron Pipe	6.50	390.00
60	lin. ft.	72" Corr. Iron Pipe	13.00	780.00
13,000	cu. yds.	Selected Roadbed Topping	.25	3,250.00
27,000	yd. mi.	Hauling Roadbed Topping	.10	2,700.00
			Subtotal	$ 55,746.50
			10% Engr. & Cont.	5,574.65
			Total	$ 61,321.15

Bridge (Sta. 3271+27 to Sta. 3272+08)

20	only	Installing Timber Piling	$ 50.00	$ 1,000.00
18	M-FBM	Treated Lumber	110.00	1,980.00
52	cu. yds.	Class "A" Concrete	25.00	1,300.00
12,600	lbs.	Metal Reinforcement	.05	630.00
50	lbs.	Copper and Bronze	.40	20.00
180	lin. ft.	Concrete Handrail	5.00	900.00
			Subtotal	$ 5,830.00
			10% Engr. & Cont.	583.00
			Total	$ 6,413.00

Length of Roadway	9.619 miles
Length of Bridge	.015 mile
Total Length	9.634 miles
Cost per mile, Roadway	$ 6,375.00

SUMMARY OF FUNDS REQUESTED

	Total Cost	[illegible] Funds	State Funds
Roadway	$ 61,321.15	$ 54,810.00	$ 6,511.15
Bridge	6,413.00	5,732.00	681.00
	$ 67,734.15	$ 60,542.00	$ 7,192.15

[illegible]

[illegible]

[illegible]

[illegible]

OWYHEE RIVER-TUDOR RANCH SECTION

PROJECT NO. FLH 3-G (1)

While negotiations for right of way are in progress, on the State portion of the project there are some eleven parcels which have not been acquired nor has the right to occupy and use same been secured, but it is now believed that the right of way can be made fully available within twenty days.

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

August 8, 1939

RECEIVED
OCT 27 1939
FC

[illegible] 3-G-1

October 26, 1939

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2211 which was awarded to R. L. O'Neil & Son on August 31, 1939, by the State Highway Commission, covering the construction of the Owyhee River-Tudor Ranch Section trestle and grading, on the I. O. N. Highway, in Malheur County.

This copy is for your records and files as surety for the contractor on this job.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

RECEIVED
OCT 27 1939
FOR FILING

October 26, 1939

75N-3-G-1

E. L. O'NEIL & SON
Jordan Valley, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 2211 which was awarded to you on August 31, 1939, by the State Highway Commission, covering the grading and trestle construction on the Owyhee River-Tudor Ranch Section of the I. O. N. Secondary Highway, in Malheur County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 3 - 1939

RECEIVED
OCT 3 - 1939
FOR FILING

September 26, 1939

REFER TO FILE NO.
IN REPLY PLEASE

[illegible]

M. L. O'Neil & Son
Jordan Valley, Oregon

Gentlemen:

On September 5 we forwarded to you by express four copies of the contract for the construction of the Owyhee River-Tudor Ranch Section, in Malheur County, for your execution. To date we have not received these contracts nor have we heard from you.

Will you please advise if you received the contracts and when we may expect to have them returned.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

The four copies of contract for construction of Owyhee River - Tudor Ranch Section, just received will return them this week.

M. L. O'Neil & son

4H3-[illegible]-1

September 7, 1939.

M. L. O'Neil & Son,

Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2211 which was awarded to you on August 31, 1939, covering grading and bridge construction on the Owyhee River-Tudor Ranch Section of the I.O.N. Secondary Highway, in Malheur County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. After they have been so approved a fully executed copy will be returned to you for your files. A copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work in connection with this project in strict conformance therewith.

Your attention is also called to the page immediately preceding the blue printed provisions on which is set forth the liability of the contractor for amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

RECEIVED

454-3-6-1

September 1, 1939

M. L. O'Neil & Son

Eugene, Oregon

Gentlemen:

The State Highway Commission on August 31, 1939, awarded you the contract for 18.07 miles grading and construction of 81 lin.ft. pile trestle bridge on the Owyhee River-Tudor Ranch Section of the I.O.N. Secondary Highway, in Malheur County. This award was based on your low bid of $97,325.75 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. O. S. Paxson

August 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. [illegible]'s recent request for the approval of the use of State-owned treated piling as a non-participating item in the bridge to be constructed over Crooked Creek on Oregon Federal Lands Highway Project No. 3-B (1), the Owyhee River-Tudor Ranch Section.

We are in receipt of wire advice that the Commissioner of Public Roads has approved the use of this piling, and Federal funds may be used for transportation and driving.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. M. Andrews
Sr. Highway Engineer

FORM 5-E-1 2M 5-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

FLH 3-G-1 August 8, 1939

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Re: Crooked Creek Bridge on the Owyhee River-
Tudor Ranch Section of the I.O.N. Highway
Project No. FLH3-G (1)

We expect to let a contract for the construction of this section of the I.O.N. Highway at the Commission meeting scheduled for August 31. In this section is a bridge over Crooked Creek which will consist of three composite pile trestle spans using treated timber and piling with a concrete deck.

In 1937 we built a bridge over Jordan Creek (FLH3-E), and because of a change in the length of piling needed we have eleven 24-foot piling left over and in storage at Jordan Valley. During this same year we built an overcrossing of the Union Pacific Railroad Company's tracks on Union Avenue in Portland (FACM 130-A) from which we had six 35-foot treated piling left over and in storage at The Dalles, and two 30-foot and one 31-foot piling left over and in storage at the highway storage site near Milwaukie. We propose to use these 20 treated piling in the construction of the Crooked Creek Bridge. They were all purchased and inspected on other federal aid jobs and are in perfect condition. The Crooked Creek Bridge is the only structure in the vicinity of Jordan Valley which we expect to build for several years, and this represents our last opportunity to economically use these piles. Treated fir piling cost approximately $0.50 per linear foot f.o.b. the treating plants, either at St. Helens or at The Dalles. The cost of hauling piling from the treating plant to the Crooked Creek Bridge site is approximately $0.35 per linear foot. This is based on the costs of haul to the Jordan Creek jobs which is comparable. The State will furnish these piling without charge to the project. Bids will be taken on the basis of hauling and driving. This proposal therefore results in a saving to the project as follows:

565 linear feet at $0.50	$282.50
Hauling piling at Jordan Valley 264 feet at $0.25	66.00
Total	$348.50

The saving of $0.25 per foot in haul allows $0.10 per foot for loading and hauling from Jordan Valley to the Crooked Creek site. Under these conditions we would ask your permission for the use of these piling on this project. I would ask that your consideration be given as early as possible so that no delay may be had in advertising.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
cc Public Roads Administration (2)
S. H. Probert ✓

RECEIVED

FLH-3-G-1

April 14, 1939

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

Responding to your telegram of April 11, relating to the suggested contracting of the 18-mile section of the I.-O.-N. Highway this fall, advise that the matter will receive the attention of the Highway Commission at its meeting in Salem Friday afternoon, April 21. Would suggest that Tom Davis be present if possible.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. H. B. Glaisyer

CONTRACT# [redacted] 2212, 2041

FA 186-B-1 Nehalem River Br., Wolf Cr. 1939
C-1 Hwy.
2212-2041

RECEIVED
JAN 20 1941
FOR FILING

186-C-1

January 18, 1941

Columbia Casualty Company
D. B. McCarthy, Underwriter
315 Montgomery Street
San Francisco, California

Gentlemen:

This will acknowledge receipt of your letter of January 16 transmitting copy of status report which we filled out for you on January 15, giving the information on J. F. Johnson's contract No. 2041.

We find, from the additional information furnished in your letter, that you desired the status report filled out for his later contract No. 2212.

Delay may often be avoided if when requesting information in the future you will give us more definite information pertinent to the contract. The contract number is the most definite item. If you do not have that, the amount of the contract, such as given in your letter of transmittal, is of great help.

As in this case, it often happens that the contractor has more than one contract for bridges on the same waterway, or of very similar names.

We believe that the enclosed status report as corrected furnishes you with the desired information.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS
encl.

COLUMBIA CASUALTY COMPANY
PACIFIC DEPARTMENT
315 MONTGOMERY STREET, SAN FRANCISCO, CALIFORNIA

January 16, 1941

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. H. B. Glaisyer

Gentlemen:

Bond No. 37643 - J. F. Johnston

We are returning with this letter the status report which you recently completed and forwarded to this office. The report shows that the contract was completed August 15, 1938 and accepted October 20, 1938 at a total contract price of $7,832.09. We feel sure these figures are inaccurate, because our records show the contract was not started until September of 1939 and that the price was $27,563.25.

Your kindness in rechecking your records on this matter will be sincerely appreciated.

Very truly yours,

D B McCarthy

D. B. McCarthy
Underwriter

DBM:MC
Enclosure

186-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

May 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 186-B (1),
Nehalem River Bridge, Wolf Creek Highway
______________________, was made by
a representative of this office on April 3, 1940.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Tor

186-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
MAY 9 1940
FOR FILING

Stencil No. 3.

May 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 186-C (1),

Two Dairy Creek Bridges

, was made by

a representative of this office on April 8, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

REFERRED TO G. S. Paxson
By Asst. State Highway Engineer

Kon

#2212

RECEIVED
APR 11 1940
FOR FILING

186-C-1

April 10, 1940

Columbia Casualty Company,
Jas. McI. Wood, West & Co., Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2212, for the construction of a bridge over Nehalem River and the West Fork of Dairy Creek on the Wolf Creek Highway in Washington County, has been completed by the contractor, J. F. Johnston, and that final settlement will be made by the State with said contractor for work done under said contract on or after April 20, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $27,228.66, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2212

Form B-30—Revised—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1940

186-4-1

Subject:

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information Mr. J. F. Johnston completed his work on the Nehalem River and West Fork Dairy Creek Bridges on the Wolf Creek Highway, Contract No. 2212, on March 31, 1940. Will you please secure authority from the Commission to pay the final estimate on this job.

This project will not require an extension of time as the work was completed on the date specified in the contract for completion.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG CM
cc C. A. Gardner

May 3, 1940
H B Glaisyer

FA 186-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MAR 8 - 19[illegible]

IN YOUR REPLY PLEASE REFER TO FILE NO.

Stencil No. 124

Oregon FAP 186-C (1)
Dairy Creek Bridge
Wolf Creek Highway

March 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

wayp. 4008

Form P. R. 2

State Oregon

Federal Aid Project No. [illegible]-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1932, a project statement, which was approved by the Secretary on the 2nd day of November, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the United States District Engineer on the [illegible] day of August, 19[illegible]; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of Eight thousand, six hundred sixty and 00/100 dollars ($8,660.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6510

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1931+45 in the SE 1/4, Sec. 5, T. 2 N., R. 4 W., W.M., and survey station 1934+75 in the NE 1/4, Sec. 9, T. 2 N., R. 4 W., W.M., excepting therefrom that portion between survey stations 1932+50 and 1933+86,

, length 0.036 of a mile~~s~~ in Washington County, being Section C(1) of Oregon Federal Aid project No. 186, consisting of ~~[illegible]~~ two bridges, each of more than 20 feet clear span, 0.036 of a mile in length.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of Eight thousand, six hundred sixty and 00/100 dollars ($8,660.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Fourteen thousand, four hundred thirty-four and 20/100 dollars ($14,434.20), the approved total estimated cost of Section C(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of FEB 13 1940, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 186-C(1), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 14,434.20 as the total estimated cost of said project, and the sum of $ 8,660.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of FEB 13 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture,~~

By W. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE

RECEIVED
MAR - 8 1940
DISTRICT 1

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

FA 186-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 186-B (1)
Nehalem River Bridge,
Wolf Creek Highway.

March 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Kon

wa4pr-3972

Form P. R. 2

State Oregon

Federal Aid Project No. 184-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1940 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1932, a project statement, which was approved by the Secretary on the 2nd day of November, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the United States District Engineer on the 10th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of Nine thousand, five hundred forty and 00/100 dollars ($9,540.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1537+50 and survey station 1539+32, all in Sec. 10, T. 3 N., R. 5 W., W.M.,

, length 0.034 of a mile[illegible], in Washington County, being Section B(1) of Oregon Federal Aid project No. 136, consisting of [redacted] one bridg[illegible], [illegible] of more than 20 feet clear span, 0.034 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of Nine thousand, five hundred forty and 00/100 dollars ($9,540.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Fifteen thousand, eight hundred eighty-five and 37/100 dollars ($15,885.37), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of FEB 12 1940, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By ____________

Member, State Highway Commission
(Title of officer)

By Herman W. Oliver

Member, State Highway Commission
(Title of officer)

By ____________

____
(Title of officer)

By ____________

____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture.~~

By W. J. O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 186-E(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 15,885.37 as the total estimated cost of said project, and the sum of $ 9,540.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______

one thousand nine hundred and FEB 12 1940

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture~~

By ______
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

186-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 186-B (1)
Nehalem River Bridge
Wolf Creek Highway

December 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By J F Cameron
J. F. Cameron
Highway Engineer

Jm

RECEIVED
DEC 14 1939
"FOR FILING"
FA 186-C-1

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Dairy Creek Bridges, Project No. 186-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. 186-C (1)

DAIRY CREEK BRIDGES ON THE

WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 28, 1939

Bridge (Sta. 1931+45 to 1932+50)

1,100	lin. ft.	Treated Piling	$ .65	$ 715.00
34	only	Driving Piling	15.00	510.00
23	M-FBM	Treated Lumber	85.00	1,955.00
84	cu. yds.	Class "A" Concrete	21.00	1,764.00
17,800	lbs.	Metal Reinforcement	.045	801.00
100	lbs.	Copper and Bronze	.35	35.00
234	lin. ft.	Concrete Handrail	5.00	1,170.00
				$ 6,950.00

Bridge (Sta. 1983+86 to 1984+75)

1,700	lin. ft.	Treated Piling	$ .65	$ 1,105.00
30	only	Driving Piling	15.00	450.00
17	M-FBM	Treated Lumber	85.00	1,445.00
70	cu. yds.	Class "A" Concrete	21.00	1,470.00
15,800	lbs.	Metal Reinforcement	.045	711.00
60	lbs.	Copper and Bronze	.35	21.00
194	lin. ft.	Concrete Handrail	5.00	970.00
				$ 6,172.00

Subtotal	$ 13,122.00
10% Engr. & Cont.	1,312.20
Total	$ 14,434.20

Length .036 mile

Federal Aid Funds- -	$ 8,660.00
State Funds- -	5,774.20
	$ 14,434.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1923
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
DEC 14 1939
FOR FILING
FA 186-B-1

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Nehalem River Bridge, Project No. 186-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 186-B (1)

NEHALEM RIVER BRIDGE ON THE

WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 28, 1939

180	cu. yds.	Excavation	$ 3.00	$ 540.00
10	cu. yds.	Excavation Below Plans	3.00	30.00
400	cu. yds.	Class "A" Concrete	21.00	8,400.00
78,000	lbs.	Metal Reinforcement	.045	3,510.00
175	lbs.	Copper and Bronze	.35	61.25
380	lin. ft.	Concrete Handrail	5.00	1,900.00
			Subtotal	$ 14,441.25
			10% Engr. & Cont.	1,444.12
			Total	$ 15,885.37

Length .034 mile

Federal Aid Funds- -	$ 9,540.00
State Funds- -	6,345.37
	$ 15,885.37

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

186-C-1

October 2, 1939

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2212 which was awarded to you on August 31, 1939, covering construction of bridges over West Fork Dairy Creek and the Nehalem River on the Wolf Creek Highway, in Washington County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

186-C-1

September 8, 1939

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending to you today, by express, four copies of Contract No. 2212 which was awarded to you on August 31, 1939, by the State Highway Commission covering construction of bridges over West Fork Dairy Creek and the Nehalem River on the Wolf Creek Highway, in Washington County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 7 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

Secretary

JM:AM

186-C-1

September 1, 1939

Mr. J. F. Johnston

Newberg, Oregon

Dear Sir:

The State Highway Commission on August 31, 1939, awarded you the contract for construction of bridges over West Fork Dairy Creek and the Nehalem River on the Wolf Creek Highway, in Washington County. This award was based on your low bid of $27,563.25 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

~~UNITED STATES DEPARTMENT OF AGRICULTURE~~
~~BUREAU OF PUBLIC ROADS~~
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

SEP - 5 193
TE HIGHWAY COMMISSION

August 31, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 186-C (1) and 186-B (1), Bridges over West Fork Dairy Creek and Nehalem River on the Wolf Creek Highway, to J. F. Johnston, Newberg, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
AUG 23 1939
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for the Nehalem River and Dairy Creek bridges on the Wolf Creek Highway, Oregon Federal Aid Project 186-C (1).

Due to changes made in the alignment it is requested that revised project statement sketch maps be submitted for Federal Aid Project 186, showing the improved alignment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 17 1939
STATE HIGHWAY COMMISSION

August 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 186-C (1), the Dairy Creek Bridges on the Wolf Creek Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

We have corrected the project number on the plans submitted and suggest that the corresponding change be made on your copies.

Plans
Corrected
Jw

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 186-B (1), the Nehalem River Bridge on the Wolf Creek Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

We have corrected the project number on the plans submitted and suggest the corresponding change be made on your copies.

Plan
Corrected
Jwm

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

August 10, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Dairy Creek Bridges, Project No. FA 186-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department Federal Aid Project No. 186-C (1)

DAIRY CREEK BRIDGES ON THE
WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 10, 1939

Bridge (Sta. 1931+45 to 1932+50)

1,100	lin. ft.	Treated Piling	$ .65	$ 715.00
34	only	Driving Piling	20.00	680.00
23	M-FBM	Treated Lumber	110.00	2,530.00
84	cu. yds.	Class "A" Concrete	24.00	2,016.00
17,800	lbs.	Metal Reinforcement	.05	890.00
100	lbs.	Copper and Bronze	.50	50.00
234	lin. ft.	Concrete Handrail	5.00	1,170.00
				$ 8,051.00

Bridge (Sta. 1983+86 to 1984+75)

1,700	lin. ft.	Treated Piling	$ .65	$ 1,105.00
30	only	Driving Piling	20.00	600.00
17	M-FBM	Treated Lumber	110.00	1,870.00
70	cu. yds.	Class "A" Concrete	24.00	1,680.00
15,800	lbs.	Metal Reinforcement	.05	790.00
60	lbs.	Copper and Bronze	.50	30.00
194	lin. ft.	Concrete Handrail	5.00	970.00
				$ 7,045.00

Subtotal	$ 15,096.00
10% Engr. & Cont.	1,509.60
Total	$ 16,605.60

Length .036 mile

Federal Aid Funds- -	$ 9,970.00
State Funds- -	6,635.60
	$ 16,605.60

DAIRY CREEK BRIDGES

PROJECT NO. FA 15-C (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 10, 1939

August 10, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of right of way statement for the Nehalem River Bridge, Project No. FA 186-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department   Federal Aid Project No. 186-B (1)

NEHALEM RIVER BRIDGE ON THE

WOLF CREEK HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 10, 1939

180	cu. yds.	Excavation	$ 3.00	$ 540.00
10	cu. yds.	Excavation Below Plans	5.00	50.00
400	cu. yds.	Class "A" Concrete	25.00	10,000.00
78,000	lbs.	Metal Reinforcement	.05	3,900.00
175	lbs.	Copper and Bronze	.50	87.50
380	lin. ft.	Concrete Handrail	5.00	1,900.00
			Subtotal	$ 16,477.50
			10% Engr. & Cont.	1,647.75
			Total	$ 18,125.25

Length .034 mile

Federal Aid Funds -	$ 10,880.00
State Funds -	7,245.25
	$ 18,125.25

NEHALEM RIVER BRIDGE

PROJECT NO. FA 186-B (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 10, 1939

CONTRACT# 2213

34-1022 Glenwood Undercrossing
Wilson River Highway 1939

2213

#2213

Form E-20—Revised—25M—8-38

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1940

34-1022

Subject: Glenwood Undercrossing

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

This is to advise you that the Minneapolis-Moline Power Implement Company completed its work on Contract 2213, furnishing structural steel for the Glenwood Undercrossing in Washington County, on October 31, 1939.

Will you please secure authority to release the final estimate on this job.

This will not require an extension of time, as the job was completed within the specified date for completion.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:VM
cc: C. A. Gardner

OFFICE COPY

APPROVED BY HIGHWAY COMMISSION
DATE January 25, 1940
H B Glaisyer
Secretary

#2213

34-1022

January 24, 1940

National Surety Corporation,
W. B. Gilham, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2213, for the furnishing and delivering steel for the Glenwood Undercrossing on the Wilson River Highway in Washington County, has been completed by the contractors, Minneapolis-Moline Power Implement Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 3, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $4,303.00, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT

RECEIVED
OCT 9 - 1939
STATE HIGHWAY COMMISSION

MINNEAPOLIS STEEL AND MACHINERY DIVISION
OF
MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
STRUCTURAL STEEL AND PLATE WORK
MINNEAPOLIS, MINNESOTA

M. H. HANAUER
MANAGER, LOS ANGELES BRANCH

BRANCH OFFICES:
LOS ANGELES, CAL
GREAT FALLS, MONT.
SALT LAKE CITY, UTAH
DENVER, COLO.
SAN FRANCISCO, CAL.

PLEASE REFER YOUR REPLY
TO

933 Chapman Bldg.

933 CHAPMAN BUILDING
LOS ANGELES, CALIFORNIA

[illegible]-1922

October 5th, 1939.

Oregon State Highway Commission,
Room 322, State Office Building,
Salem, Oregon.

Gentlemen:- Attention: Mr. H. B. Glaisyer, Secretary

Re: Glenwood Undercrossing, Wilson River
Highway, Washington County, Oregon.
Contract No. 2213 - August 31, 1939.

Receipt is acknowledged of your letter of October 2nd, 1939, in connection with the above job, wherein we are advised one fully executed copy of Contract No. 2213 has been forwarded for our records.

Kindly be advised we today received our copy of said contract and thank you very much for same.

Also, receipt is acknowledged of return of our Certified Check No. 4831, in the sum of $250.00, enclosed with your second letter of October 2nd, 1939.

Yours very truly,

MINNEAPOLIS STEEL AND MACHINERY DIVISION

By MHHanauer

JO
O#A77128

34-1022

October 2, 1939

Minneapolis-Moline Power Implement Co.
933 Chapman Building
Los Angeles, California

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2213 which was awarded to you by the State Highway Commission on August 31, 1939, for furnishing and delivering steel for the Glenwood Undercrossing on the Wilson River Highway, in Washington County. This is for your records and files.

Very truly yours,

SMAAM

Secretary

34-1022

October 2, 1939

National Surety Corporation
W. B. Gilham, Agent
Corbett Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2213 which was awarded to the Minneapolis-Moline Power Implement Company on August 31, 1939, covering the furnishing and delivering of steel for the Glenwood Undercrossing on the Wilson River Highway, in Washington County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JM:AM

Secretary

RECEIVED
SEP 23 1939
STATE [illegible] COMMISSION

34-1022

NATIONAL SURETY CORPORATION
NEW YORK
VINCENT CULLEN
PRESIDENT

OREGON BRANCH OFFICE
W. B. GILHAM, MANAGER
JOHN C. HOWARD, SPECIAL AGENT
PHONE AT. 2191

SUITE 623 CORBETT BLDG.
PORTLAND, OREGON

September 22nd, 1939.

Mr. H. B. Glaisyer - Secretary,
Oregon State Highway Commission,
Room 322, State Office Bldg.,
Salem, Oregon.

RE: Contract Bond
MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY

Dear Mr. Glaisyer:

We are now very pleased to enclose four copies of contract and bond in connection with contract of the above for furnishing Structural Steel at Glenwood, Oregon, in connection with your Contract No. 2213.

All four counterparts have been duly executed in amount of $4,067.20.

Yours very truly,

W. B. Gilham,
MANAGER

WBG:VH

RECEIVED
SEP 14 1939
WAY COMMISSION

MINNEAPOLIS STEEL AND MACHINERY DIVISION
OF
MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
STRUCTURAL STEEL AND PLATE WORK
MINNEAPOLIS, MINNESOTA
M. H. HANAUER
MANAGER, LOS ANGELES BRANCH

BRANCH OFFICES:
LOS ANGELES, CAL
GREAT FALLS, MONT.
SALT LAKE CITY, UTAH
DENVER, COLO.
SAN FRANCISCO, CAL.

PLEASE REFER YOUR REPLY
TO 933 Chapman Bldg.

933 CHAPMAN BUILDING
LOS ANGELES, CALIFORNIA

54-1022

September 11th, 1939.

Oregon State Highway Commission,
Room 322, State Office Building,
Salem, Oregon.

Gentlemen:- **Attention: Mr. H. B. Glaisyer, Secretary.**

Re: State Highway Contract No. 2213.

We acknowledge receipt of your valued favor of September 8th, 1939, and by today's express, four (4) copies of State Highway Contract No. 2213.

These contracts have been forwarded to our Minneapolis Office for signature, since it is necessary that the seal of the Corporation be affixed.

We have asked that the execution of the contracts be speeded up and returned to our Portland, Oregon, bonding company agency, for signature of the Glens Falls Indemnity Company, and prompt delivery to yourselves. In the meantime we are proceeding with the contract so as to expedite delivery.

Thanking you for the privilege of serving you again, and assuring you that all matters pertaining to this contract will have our prompt attention, we are,

Yours very truly,

MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY

By M H Hanauer

MHH*JO
LAO#1142

34-1022

September 8, 1939

Minneapolis-Moline Power Implement Company
933 Chapman Building
Los Angeles, California

Attention: H. H. Hanauer

Gentlemen:

In response to your request of September 5, 1939, I am pleased to inform you that, as requested, we have forwarded to you the two sets of blueprint plans of the structural steel for the Glenwood Undercrossing and one copy of our standard bridge specifications.

Very truly yours,

JM:AM Secretary

RECEIVED
SEP-7 1939

MINNEAPOLIS STEEL AND MACHINERY DIVISION
OF
MINNEAPOLIS-MOLINE POWER IMPLEMENT COMPANY
STRUCTURAL STEEL AND PLATE WORK
MINNEAPOLIS, MINNESOTA
M. H. HANAUER
MANAGER, LOS ANGELES BRANCH

BRANCH OFFICES:
LOS ANGELES, CAL
GREAT FALLS, MONT.
SALT LAKE CITY, UTAH
DENVER, COLO.
SAN FRANCISCO, CAL.

PLEASE REFER YOUR REPLY TO
933 Chapman Bldg.,

933 CHAPMAN BUILDING
LOS ANGELES, CALIFORNIA

VIA AIR MAIL

September 5th, 1939.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Room 322, State Office Building,
Salem, Oregon.

Dear Sir:-

Re: Structural Steel for Glenwood Undercrossing, Wilson River Highway, Washington County, Oregon.

We thank you for your kind letter of September 1st, 1939, advising us of the award to our Company for furnishing the structural steel for the Glenwood Undercrossing, and that contracts will be forwarded to us promptly.

Would appreciate very much if you would kindly forward to us with the contracts, two sets of blueprints and one copy of your Standard Specifications of August 1st, 1939.

We have already taken up with Mr. R. H. Baldock regarding the shop and mill inspection.

Contracts will be promptly executed and Bond returned at an early date.

Thanking you for the privilege of serving you, we are,

Yours very truly,

MINNEAPOLIS STEEL AND MACHINERY DIVISION

By MHHanauer

MHH*JO
LAO#1142

[illegible]

Jon
plans and specifications mailed
HBG

RECEIVED
1939

34-1022

September 8, 1939

Minneapolis-Moline Power Implement Co.
933 Chapman Building
Los Angeles, California

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2213 which was awarded to you on August 31, 1939, by the State Highway Commission covering the furnishing of structural steel for the Glenwood Undercrossing on the Wilson River Highway, in Washington County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Very truly yours,

JM:AM

Secretary

[illegible]
SEP 5 1939

34-1022✓

September 1, 1939

Minneapolis-Moline Power Implement Co.
933 Chapman Building
Los Angeles, California

Gentlemen:

The State Highway Commission on August 31, 1939, awarded you the contract for furnishing and delivering structural steel for the Glenwood Undercrossing on the Wilson River Highway, in Washington County. This award was based on your low bid of $4,067.20 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2214

FA 180-E-2 Arch Cape Tunnel Sec., 1939
Oregon Coast Hwy.
2214

RECEIVED
[illegible] 12 1940
OREGON
STATE HIGHWAY COMMISSION

180-E-2

June 1, 1940

Crossett Western Company
Wauna, Oregon

Gentlemen:

We have today rechecked our Arch Cape Tunnel project accounts with Mr. Glenn Snook, the superintendent on that job and he states that the lumber billed by you was received on the job and all of it went into the tunnel except 2,046 M ft. BM, which we still have on hand.

With this information we are mailing you our check to cover the balance of our account.

We are sorry that there has been so much delay in taking care of this account but it is necessary that this office gets definite information on accounts before issuing checks.

Yours very truly,

McNutt Brothers Bridge Dept.

J. Ira McNutt

COPY

JIM:TS

cc: Hansen & Rowland, Inc.
Tacoma, Washington

Oregon State Highway Commission
Salem, Oregon

REFERRED TO
BY SECRETARY

NOTED
D.G. Demart

see me

RECEIVED
MAY 18
FOR FIL

RECEIVED
MAY 18

CROSSETT WESTERN COMPANY

MANUFACTURERS OF

DOUGLAS FIR AND WESTERN HEMLOCK

CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

CROSSETT LUMBER COMPANY, CROSSETT ARKANSAS
CROSSETT PAPER MILLS, CROSSETT ARKANSAS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

180-F-2

May 16, 1940

McNutt Brothers
351½ Broadway
Eugene, Oregon

Gentlemen:

We seem not to have had any response to our letter of May 6th with further reference to the final balance on our account with you.

We are at a loss to understand why it is necessary to delay this matter so long because our contract with you, which was signed by a member of your firm, was to furnish certain quantities of certain sizes and lengths of material and there was nothing in the agreement that our account was to be predicated upon the amount of material that was used in any certain job.

As we explained to you in our last letter, we hold receipts from your truck drivers for the number of pieces that we have billed you together with their sizes and lengths and we shall expect settlement for the material delivered on the basis of our agreement. Please give this matter your immediate attention as it is now many months past due.

Yours truly

CROSSETT WESTERN COMPANY

By
C.O.Botts, Asst.Manager

COB:MN

cc Oregon State Highway Commission
Salem, Oregon
cc Hansen & Rowland Inc.
Tacoma, Washington
cc L.F. deP.

WOLMANIZED LUMBER

PRESSURE PROCESSED FOR PROTECTION
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

PLEASE ADDRESS ALL CORRESPONDENCE TO THE COMPANY

RECEIVED
MAY 9 1940
FOR FILING

#2214

180-E-2

May 8, 1940

Maryland Casualty Company,
Hanson & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2214, for the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County, has been completed by the contractors, McNutt Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after May 18, 1940.

You are advised that the State has been notified of a claim of the Crossett Western Lumber Company against this contract for material furnished. The State assumes no responsibility for this claim, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $51,712.06, including the final payment. Of this amount $402.65 was for force account.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

May 6, 1940

IN YOUR REPLY PLEASE
REFER TO FILE No. 180-E-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 180-E (2), Arch Cape Tunnel Section - Oregon Coast Highway ______, was made by a representative of this office on April 3, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

REFERRED TO S H Probert
By Asst. State Highway Engineer

Hor

#2 Salem

#2217

[illegible] [illegible], 1910

R [illegible]
MAY 6 - 1[illegible]

Mr. W. Reeves:

Please note this [illegible] return it to me.

J. [illegible]cFarland.

Jas McF.

15

[illegible] have just received our semi-final estimate from the Oregon State Highway Commission for the [illegible] job, for which you furnished [illegible] lumber.

Item [illegible] - [illegible] $1[illegible].673 [illegible].

In [illegible] this account [illegible] we have been billed [illegible] [illegible]. We have [illegible] [illegible] of [illegible] as reported to us by [illegible]. Thus, [illegible]
[illegible]
[illegible] lumber [illegible] [illegible].771 [illegible] or a difference in our figures of [illegible].

[illegible] are enclosing our check for $[illegible].50 which should pay our account in full, unless the [illegible] increases item [illegible] in the final estimate. We will [illegible] this matter up with the engineer [illegible] this item [illegible] billing.

[illegible] final estimate [illegible] we shall be [illegible].

[illegible]

[illegible]

[illegible]

[illegible]

cc:
Oregon State Highway Commission
[illegible]
[illegible]
[illegible]

REFERRED TO [illegible]
BY SECRETARY

note on cards

HvBh

H Salem

#2219

R[illegible]
MAY 6 - 19[illegible]

[illegible]

May [illegible], 1940

Crossett Western Company
[illegible], Oregon

Gentlemen:

We have just received our semi-final estimate from the Oregon State Highway Commission for the Arch Cape Tunnel job, for which you furnished treated lumber.

Item #25 - Lumber in tunnel lining [illegible] Salts treatment [illegible].673 MFBM.

In analyzing this account we find that we have been billed for [illegible] MFBM with a credit [illegible]. We have in stock-pile [illegible] MFBM of unused lumber as reported to us by Paul Snook. Thus,
the [illegible] shown is [illegible].673 MFBM;
in stock pile [illegible]
Total lumber received [illegible] MFBM or a difference in our figures of [illegible] MFBM.

We are enclosing our check for $[illegible].50 which should pay our account in full, unless the State figures should be increased item #25 in the final estimate. We will take this matter up with the engineer and try to get this item up to meet with your billing.

If this item is increased in the final estimate we shall be happy to remit to you accordingly.

We are sorry that there has been so much delay in determining the amount of this account.

[illegible]

[illegible] Brothers

J. [illegible]

cc:
Oregon State Highway Commission
Salem, Oregon
[illegible], Inc.
[illegible], Washington

REFERRED TO
BY SECRETARY

note on cards
HVBls

HSalem

- 5 -

R. H. Baldock

180-E-2

May 2nd, 1940

COST ANALYSIS - FINAL REPORT
Arch Cape Tunnel - Lining & Paving
Oregon Coast Highway

NOTED
State Highway Engineer

Contract #2214
McNutt Bros., Contractors

Prefix 4-1034
A. V. Benedict, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Removal of Temporary Lining and Other Lumber	$374.00	All			$2,380.00
Excavation	8,472.82	All			10,040.00
4" Sewer Pipe	44.87	168 lin. ft.	0.27	0.32	53.76
8" Concrete Pipe	992.92	2,496 " "	0.40	0.60	1,497.60
Special Sections of 8" Concrete Pipe	121.50	81 each	1.50	1.50	121.50
Catch Inlets	288.00	32 "	9.00	9.00	288.00
1½"-0 Gravel Filling Mat'ls.	354.44	123 cu. yd.	2.88	2.50	307.50
3/4"-½" Rock Backfill	439.57	151.5 " "	2.90	3.00	454.50
Concrete Curb & Gutter	3,574.61	2,454.2 lin. ft.	1.46	0.80	1,963.36
Concrete Sidewalks	1,076.50	731.9 sq. yd.	1.47	1.80	1,317.42
1½"-0" Leveling Course	403.23	140 cu. yd.	2.88	2.50	350.00
3/4"-0 Cushion Course	176.21	61 " "	2.88	3.00	183.00
Portland Cement Concrete Pavement	9,620.85	2,999.6 sq. yd.	3.21	3.00	8,998.80
3/4" Expansion Joints	29.70	198 lin. ft.	0.15	0.15	29.70
1/2" " "	128.04	2,560.7 " "	0.05	0.05	128.04
Contraction Joints	79.20	1,584 " "	0.05	0.05	79.20
Dowels	35.64	198 each	0.18	0.18	35.64
Tie Bars & Reinforcement	187.74	3,129 lbs.	0.06	0.06	187.74
Class "A" Concrete	3,027.00	166.16 cu. yd.	18.22	23.00	3,821.68
Cedar Blocking	2,866.30	22.379 M-FBM	128.07	47.50	1,063.00
Placing Salvaged Cordwood Packing	42.60	7.22 Cord	5.90	9.00	64.98
Cordwood Packing in Place	2,969.28	267.75 "	11.08	10.00	2,677.50

Description	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Port Orford Cedar Wedges In Place	$910.00	11,375 each	0.08	0.08	$910.00
Wolmanized Treated Lumber In Tunnel Lining	15,949.34	234.673 M-FBM	67.96	61.00	14,315.05
E.W.O. #1	402.63				402.63
P.A. #1, Cr. Rock in S.P.	381.37	163.4 cu. yd.	2.33	1.00	163.40
P.A. #2, Cement Adjust.	121.94	45.5 Bbl.			121.94
	$53,071.20				$51,955.94

Total Cost	$53,071.20
Gross Revenue	51,955.94
Net Loss	$1,115.26

Net Loss Equals 2.1% of the Gross Revenue

Arch Cape Tunnel - Lining & Paving

Detail of Cost

Labor:

Supervision	$2,448.90	
Labor	18,468.80	
State Industrial Insurance	2,063.27	
Unemployment & Social Security	837.35	
		$23,818.32

Materials:

Wolmanized Lumber	234.673	M-FBM at Wauna, Oregon	$9,445.59	
Cement	5,973	sacks at 0.61	3,643.53	
Aggregate	725	cu. yd. at 2.75 Del.	1,993.75	
Sand	551.5	" " " 3.00 "	1,654.50	
Cedar Cordwood	267.75	Cord at from $3.75 to $7.00 Cord	1,116.94	
Cedar Blocking	23.375	M-FBM at 24.50	548.28	
Port Orford Cedar Wedges	11,375	Each at 0.03	341.25	
4" Sewer Pipe	198	lin. ft. at 0.17	33.66	
8" Concrete Pipe	2,496	lin. ft. at 0.30	748.80	
8" Special Sections	81	each at 1.00	81.00	
8" Tees	80	" " 0.95	76.00	
8" Wye	1	" " 0.95	0.95	
3/4" Expansion Joints	198	lin. ft. at 0.12	23.76	
1/2" " "	2,560.7	" " " 0.09	230.46	
Contraction Joints	1,584	" " " 0.018	28.51	
Dowels	198	at 0.13	25.74	
" Sleeves	396	" 0.035	13.86	
Tie Bars & Reinf. Steel	3,129	lbs. at 0.045	140.80	
Catch Inlets & Frames	32	each at 6.30	201.60	
Rubber Latex	1	Gal. at 1.58	1.58	
				20,350.56

Equipment Rental, Small Tools & Miscellaneous Supplies:

Equipment Rental	$2,442.35	
Gas, Oil and Grease	1,550.10	
Freight and Cartage	1,368.14	
Main Office Expense	1,558.00	
Small Tools & Misc. Supplies	712.50	
Bond	519.55	
Lumber	430.00	
Explosives	361.28	
		8,902.32
Total Cost		$53,071.20

Arch Cape Tunnel - Lining & Paving

REMARKS:

This contract was bid and awarded September 1st, 1939; work was started September 11th, and the contract was completed March 30th, 1940.

The work consisted of removing 150 lin. ft. of temporary timber lining, salvaging the old cedar backfill, enlarging the tunnel bore on a 588-foot section, placing 588 lin. ft. of treated timber lining and the laying of concrete sills, curb, gutter and concrete pavement in the tunnel.

Removal of the temporary lining and packing was easy as the rings could be pulled down after the first few were dismantled.

About 700 cu. yds. of material were excavated in that portion of the tunnel that was enlarged. Up to three feet were slabbed off some sections, and this thin scaling off of the material required shallow holes and light shooting. A 410 cu. ft. compressor working from two to four jackhammers was used for two months, and a 105 cu. ft. compressor was then used one month. Excavated materials were hand loaded into trucks and hauled to a small crusher near the North Portal. The total cost of drilling, shooting, hand loading and hauling to the crusher was $8,472 or about $12.00 per cu. yd.

Excavated rock from the tunnel was then crushed and used for the rock backfill and the leveling course. This plant which consisted of a small jaw crusher and rotary screen was standing at the time the contract was bid. Rental of the plant was $5.00 a day, and the contractor had to put it in shape, repair it and furnish the power. Crushing costs were high, however, due to a very low production.

Placing of the Wolmanized timber was slow due to an inexperienced crew and only fair supervision. One crew of an average of 5 men went ahead on one jumbo or carriage erecting the rings and blocking and wedging them into place. A second crew then followed on another jumbo placing the Wolmanized timber lagging and cedar cordwood backfill. Erection of the timber rings progressed very slowly due mainly to the difficulty in getting the necessary bearing surface on the cedar blocking. The walls and roof of the tunnel were very rough with irregular sharp corners jutting out. It was, therefore, necessary after the ring was up to jack it down, measure the distance from the timber to the wall, then cut the necessary length of cedar block, and then hew out the end to conform to the tunnel surface where it was to be placed so that a minimum of 80% bearing surface could be secured. A crew of five men worked about six hours in getting the ring up and set in, of which about two hours were required to erect the ring and the other four in hewing the cedar blocking and wedging it into place.

Progress of the cedar cordwood packing was fair, but no proper arrangements were made for a supply. Deliveries of the cedar were, therefore, irregular, and varying prices were paid per cord.

Concrete aggregates were purchased from a commercial plant at Seaside f.o.b. the tunnel. A 14 cu. ft. portable mixer was set up near the north portal, and the concrete was then trucked to the pouring operation. Aggregates were carried from adjacent stockpiles to the mixer with a 20 h.p. tractor equipped with a pan that carried about ½ cu. yd. of aggregate. Costs were high due to

Remarks - Continued.

expensive materials and a poor production due to spasmodic operation and a poorly organized crew. A heavy loss was incurred on concrete curb and gutter due to a mistake in the bid of $0.80 per lin. ft. which equalled about $11.50 per cu. yd. Form costs on all concrete items were excessive.

A loss was incurred on this contract due mainly to a low bid; lack of experience in this type of work and consequent minor mistakes in organization of the sequence of work contributed to the small loss, ~~however~~. The contractor's bid on this contract was $7,235.00 below the second bid.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

#2214

CROSSETT WESTERN COMPANY

MANUFACTURERS OF

DOUGLAS FIR AND WESTERN HEMLOCK

CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

CROSSETT LUMBER COMPANY, CROSSETT ARKANSAS
CROSSETT PAPER MILLS, CROSSETT ARKANSAS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

160-E-2

RECEIVED
MAY 1 1940
FOR FILING

April 29, 1940

McNutt Brothers
351½ Broadway
Eugene, Oregon

Gentlemen:

We have had no response to our letter of April 17th which was the last one we wrote you in an effort to persuade you to pay the balance on your account of $595.77.

In looking over our records we summarize that we have had considerable correspondence regarding this final balance which was delivered to you on November 7, 1939. We even drew a sight draft upon you which you refused to honor. Any and all adjustments and corrections on our part have been made in full and, what is more, they were made immediately upon information that we needed to make them. Our terms of sale on this job were 100% payment less 2% cash discount, after deducting freight, 10 days from date of each delivery. This was definitely shown on our proposal of August 25, 1939 and was signed by yourselves by Earl L. McNutt.

We have done everything within our power to make this transaction perfectly satisfactory to you and we have had no complaints since we sent you the final adjustment which was mailed with our Mr. Watzek's letter on March 12th.

We have tried to be as lenient as is possible, under the circumstances, but we are in business primarily to market our product and receive proper returns therefor. Frankly, you have exhausted our patience and we are writing this letter to tell you so and that unless we receive your check in full payment of the balance due us by May 10th we shall turn the account over to our attorney with instructions to bring suit either against you or the Bonding Company, as may appear proper.

Yours truly
CROSSETT WESTERN COMPANY

By
C.O.Botts, Asst.Manager

COB:MM

cc Hansen & Rowland Inc.
Tacoma, Washington
cc Oregon State Highway Comm.
Salem, Oregon
cc L.F.deP.

REFERRED TO
BY SECRETARY

WOLMANIZED LUMBER
PRESSURE PROCESSED FOR PROTECTION
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

RECEIVED
APR 30 1940
FOR FILING

180-E-2

April 29, 1940

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt brothers, on contract No. 2214, for the construction of the Arch Cape Tunnel Section of the Oregon Coast Highway in Clatsop County. This payment will be made on or after May 9, 1940

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

RECEIVED
APR 17 1940
FOR FILING

180-E-2

April 16, 1940

Crossett Western Company,
Wauna, Oregon

Attention: Mr. C. O. Botts,
Asst. Manager

Gentlemen:

Reply is made to your letter of April 12 in regard to your claim against McNutt Bros. for lumber sold to them in connection with their contract with the State Highway Commission for the lining of the Arch Cape Tunnel.

The contract to which you refer is State Highway Contract No. 2214. The records show that this job was completed on March 30, 1940. It will probably be accepted by the State Highway Commission at its regular meeting on May 2. Final payment in connection therewith has not yet been made and our retained percentage at the present time amounts to $4,071.45. I am not in a position at the present time to state when this payment will be made as the field data has not been received and after it is received it will have to be thoroughly checked in this office. It may be a month or six weeks before this is done.

In connection with this job McNutt Bros. furnished a surety bond for the protection of claims. This bond was written by the Maryland Casualty Company for whom Hansen and Rowland are the resident agents with offices in the Washington Building, Tacoma, Washington.

Yours very truly,

HBG:MC

Secretary

#2214

utt Bros. Cont. #2 - Arch Cape Tunnel in op Co. was completed March 30th and was handed in for acceptance April 9th. Total amount ~~paid~~ earned to March 15th is $47,730.13 - Retained $4,071.45 - Paid to date is $43,658.68. Next payment will be semi-final but we have no idea as to when it will be made as all the date will have to come in from the field.

N COMPANY

N HEMLOCK

USTRIES

CROSSETT LUMBER COMPANY, CROSSETT ARKANSAS
CROSSETT PAPER MILLS, CROSSETT ARKANSAS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

N
)

WOLMANIZED LUMBER
PRESSURE PROCESSED FOR PROTECTION
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

State Highway Commission
Salem, Oregon

Gentlemen:

We have been trying since last December to collect a balance on an account which McNutt Brothers, 351½ Broadway, Eugene, owe us. This amounts to $595.77 and is a final payment on a good sized bill. They now tell us, after we have almost exhausted our efforts in collecting, that they cannot take care of it until they receive your final estimate. This lumber was used on the Arch Cape tunnel extension.

Would you be good enough to look this matter up and let us know whether there is a final estimate due McNutt Brothers and about when you expect you will be able to give it to them. A self-addressed stamped envelope is enclosed for your convenience and we hope to have your reply in a very early mail.

Thank you.

Yours truly

CROSSETT WESTERN COMPANY

By C O Botts
C.O.Botts, Asst.Manager

What is the status?
HBG

enc.

COB:MN

cc L.F.deP.

REFERRED TO
BY SECRETARY

ANSWERED
H. B. GLAISYER

#2214

CROSSETT WESTERN COMPANY

MANUFACTURERS OF

DOUGLAS FIR AND WESTERN HEMLOCK

CROSSETT-WATZEK-GATES INDUSTRIES

CROSSETT WESTERN CO., WAUNA & KNAPPA, OREGON
CROSSETT CHEMICAL COMPANY, CROSSETT, ARKANSAS
JACKSON LUMBER COMPANY, LOCKHART, ALABAMA

CROSSETT LUMBER COMPANY, CROSSETT, ARKANSAS
CROSSETT PAPER MILLS, CROSSETT, ARKANSAS
FORDYCE LUMBER COMPANY, FORDYCE, ARKANSAS

WAUNA, OREGON

April 12, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

We have been trying since last December to collect a balance on an account which McNutt Brothers, 351½ Broadway, Eugene, owe us. This amounts to $595.77 and is a final payment on a good sized bill. They now tell us, after we have almost exhausted our efforts in collecting, that they cannot take care of it until they receive your final estimate. This lumber was used on the Arch Cape tunnel extension.

Would you be good enough to look this matter up and let us know whether there is a final estimate due McNutt Brothers and about when you expect you will be able to give it to them. A self-addressed stamped envelope is enclosed for your convenience and we hope to have your reply in a very early mail.

Thank you.

Yours truly

CROSSETT WESTERN COMPANY

By C O Botts
C.O.Botts, Asst.Manager

enc.

COB:MN

cc L.F.deP.

REFERRED TO
BY SECRETARY

What is the status?
HBS

ANSWERED
H. B. GLAISYER

WOLMANIZED LUMBER

PRESSURE PROCESSED FOR PROTECTION
DEFENSE AGAINST TERMITES AND DECAY
CLEAN, ODORLESS, NON-LEACHABLE, NON-CORROSIVE

H. G. Smith

Form E-1—4M—3-38

180-E-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 13, 1940

Section Arch Cape Tunnel

Kind of work Lining and Paving

Highway Oregon Coast

Section prefix 4-1034

Contractor McNutt Bros.

Contract number 2214

Date of contract Sept. 1, 1939

Date of completion May 31, 1949

Date work started Sept. 12, 1939

Estimated date of completion March 30, 1949

Amount of contract $54,286.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $51,712.06

Per cent of contract completed, based on total contract price %

Engineering cost to date, $4615, 8.5 %

Date project was completed March 30, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

C.L.Stinnett returned to work from his vacation Monday morning.

C.S.Daniel returned to work Thursday morning.

Mr. Eason visited the job Thursday evening with Mr. H.G.Smith and Mr. Paul Van Scoy.

All figuring on the final estimate of contract 2214 is completed and the estimate will be assembled and taken to Salem Monday.

C.S.Daniel is being transferred to H.S.Swart effective Monday morning.

NOTED

NOTED
RAY WEBBER

RECEIVED
APR 15 1940
DIVISION ENGINEER

NOTED
H. W. L[illegible]

Signed A.W. Benedict

Address Tolovana Park, Ore.

NOTED
VAN SCOY

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Showers		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday	Cloudy		

STATE PRINTING DEPT.

F1 18 - E-2

FEDERAL WORKS
PUBLIC ROADS ADMINIS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon FAP 180-E (2)
Arch Cape Tunnel Section
Oregon Coast Highway

February 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

WA4pr-3653

Form P. R. 2

State Oregon

Federal Aid Project No. 180-E(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of December, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E(2) of said project which were recommended for approval by the United States District Engineer on the 17th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, eight hundred thirty and 00/100 dollars ($35,830.00) as the share of the United States payable under said act on account of Section E(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 503+42 and survey station 515+70, all in the SW 1/4, Section 30, T. 4 N., R. 10 W., W.M.

, length 0.232 of a mile~~s~~ in Clatsop County, being Section E(2) of Oregon Federal Aid project No. 100, consisting of 0.232 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6516

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E(2) of said project shall not in any event exceed the sum of thirty-five thousand, eight hundred thirty and 00/100 dollars ($35,830.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-nine thousand, seven hundred fourteen and 60/100 dollars ($59,714.60), the approved total estimated cost of Section E(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JAN 23 1940, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
XXXXXXXXXXXXXXXXXXXXXXX

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 180-E(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $59,714.60 as the total estimated cost of said project, and the sum of $35,830.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JAN 23 1940

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture.~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of [illegible]

180-E-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon FAP 180-E (2), Arch Cape Tunnel on the Oregon Coast Highway. Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

An error of two dollars in the item "Total" at the bottom of the first page of the estimate has been corrected. This did not affect the Federal Aid requested, which was still within the maximum.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron

J. F. Cameron
Highway Engineer

Encls.

Jcm

RECEIVED
DEC 14 1939
FOR FILING

FA 180-E-2

November 7, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Arch Cape Tunnel Section, Project No. 180-E (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/OS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 180-E (2)

ARCH CAPE TUNNEL SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 27, 1939

All Required		Removal of Temporary Lining and Other Lumber	$ - -	$ 2,380.00
All Required		Excavation	- -	10,040.00
60	lin. ft.	4" Sewer Pipe	.32	19.20
3	lin. ft.	6" Sewer Pipe	1.00	3.00
2,500	lin. ft.	8" Concrete Pipe	.60	1,500.00
66	only	Special Sections of 8" Concrete Pipe	1.50	99.00
34	only	Catch Inlets	9.00	306.00
150	cu. yds.	1½" - 0" Gravel Filling Material	2.50	375.00
70	cu. yds.	3/4" - ¼" Rock Backfill Material	3.00	210.00
2,500	lin. ft.	Concrete Curb and Gutter	.80	2,000.00
800	sq. yds.	Concrete Sidewalks	1.80	1,440.00
200	cu. yds.	1½" - 0" Material in Leveling Course	2.50	500.00
200	cu. yds.	3/4" - 0" Material in Cushion Course	3.00	600.00
3,100	sq. yds.	Portland Cement Concrete Pavement	3.00	9,300.00
260	lin. ft.	3/4" Expansion Joints	.15	39.00
2,600	lin. ft.	⅛" Expansion Joints	.05	130.00
1,700	lin. ft.	Contraction Joints	.05	85.00
260	only	Dowels	.18	46.80
3,300	lbs.	Tie Bars and Reinforcement	.06	198.00
65	cu. yds.	Class "A" Concrete	23.00	1,495.00
90	M-FBM	Cedar Blocking	47.50	4,275.00
5	cords	Placing Salvaged Cordwood Packing	9.00	45.00
275	cords	Cordwood Packing in Place	10.00	2,750.00
15,000	only	Port Orford Cedar Wedges in Place	.08	1,200.00
250	M-FBM	Lumber in Tunnel Lining, Wolman Salts Treated	61.00	15,250.00
			Subtotal	$ 54,286.00
			10% Engr. & Cont.	5,428.60
			Total	$ 59,716.60

Length　　0.232 mile
Cost per mile　　$257,399.13

Federal Aid Funds- -	$ 35,830.00
State Funds- -	23,886.60
	$ 59,716.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department Federal Aid Project No. 180-E (2)

ARCH CAPE TUNNEL SECTION OF THE
OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 26, 1935

All Required		Clearing and Grubbing	$ - -	$ 100.00
All Required		Excavation	- -	2,000.00
60	lin. ft.	4" Sewer Pipe	.50	30.00
3	lin. ft.	6" Sewer Pipe	.60	1.80
2,500	lin. ft.	8" Concrete Pipe	.80	2,000.00
66	only	Special Sections of 8" Concrete Pipe	2.00	132.00
34	only	Catch Inlets	7.00	238.00
150	cu. yds.	1½" - 0" Gravel Filling Material	2.00	300.00
70	cu. yds.	3/4" - ½" Rock Backfill Material	2.00	140.00
2,500	lin. ft.	Concrete Curb and Gutter	1.50	3,750.00
800	sq. yds.	Concrete Sidewalks	1.50	1,200.00
200	cu. yds.	1½" - 0" Material in Leveling Course	2.00	400.00
200	cu. yds.	3/4" - 0" Material in Cushion Course	2.00	400.00
3,100	sq. yds.	Portland Cement Concrete Pavement	2.00	6,200.00
260	lin. ft.	3/4" Expansion Joints	.15	39.00
2,600	lin. ft.	½" Expansion Joints	.10	260.00
1,700	lin. ft.	Contraction Joints	.04	68.00
260	only	Dowels	.15	39.00
3,300	lbs.	Tie Bars and Reinforcement	.06	198.00
65	cu. yds.	Class "A" Concrete	25.00	1,625.00
90	M-FBM	Cedar Blocking	70.00	6,300.00
5	cords	Placing Salvaged Cordwood Packing	2.00	10.00
275	cords	Cordwood Packing in Place	6.00	1,650.00
15,000	only	Port Orford Cedar Wedges in Place	.05	750.00
250	M-FBM	Lumber in Tunnel Lining, Creosote-Petroleum Treated	85.00	(Alternate)
250	M-FBM	Lumber in Tunnel Lining, Wolman Salts Treated	85.00	21,250.00
250	M-FBM	Lumber in Tunnel Lining, Zinc Chloride-Sodium Dichromate Treatment	85.00	(Alternate)
			Subtotal	$ 49,080.00
			10% Engr. & Cont.	4,908.00
			Total	$ 53,988.00

Length	0.232 mile
Cost per mile	$ 232,706.89

Federal Aid Funds- -	$ 32,400.00
State Funds- -	21,588.00
	$ 53,988.00

FA 180-E-2

September 26, 1939

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2214 which was awarded to you on September 1, 1939, for lining and paving the Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County. This is for your records and files.

Very truly yours,

[illegible]

Secretary

FA 180-E-2

September 26, 1939

Maryland Casualty Company
Hansen & Rowland, Agents
Washington Building
Tacoma, Washington

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2214 which was awarded to McNutt Brothers on September 1, 1939, for lining and paving the Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County.

This is being sent to you inasmuch as you appear surety on the bond and is for your records and files.

Very truly yours,

JM:AM

Secretary

180-E-2

September 6, 1939

McNutt Brothers,
351½ East Broadway,
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2214 which was awarded to you on September 1, 1939, covering the lining and paving of the Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County.

Please execute all four copies of this contract as to agreement and bond and return all copies to this office for approval by the State Highway Commission. After they have been so approved a fully executed copy will be returned to you for your records and files. An executed copy will also be furnished the surety on your bond.

Your attention is called to the paragraph under Section 5 of the General Provisions which relates to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the blue printed provisions which relates to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

18[illegible]-F-[illegible]

September 2, 1939

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 1, 1939, awarded you the contract for 588 lin. ft. tunnel enlargement and timber tunnel lining, and 1,227 lin. ft. paving on the Arch Cape Tunnel Section of the Oregon Coast Highway, in Clatsop County. This award was based on your low bid of $54,286, using Wolman Salts, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

SEP - 5 1939

September 1, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 180-E (2), the Arch Cape Tunnel Section of the Oregon Coast Highway, to McNutt Bros., Eugene, Oregon, who submitted the low bid, using Wolman Salts treatment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

180-E-2

CONFIRMATION

FOR FILING

COPY OF WESTERN UNION TELEGRAM

FEDERAL WORKS AGENCY

Public Roads Administration

801 [illegible] Oregon

DAY LETTER FILE

Portland, Oregon
August 25, 1939

RECEIVED
AUG 26 1939
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Oregon

REURTEL AUGUST 23 RE: LINING ARCH CAPE TUNNEL. SATISFACTORY TO ISSUE ADDENDUM PERMITTING USE OF THESE ALTERNATE TREATMENTS AS REQUESTED. APPLIES TO THIS PROJECT ONLY

Andrews

Paid Gov't Rate

Coast
Projects
Primary
Arch Cape Tunnel

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

RECEIVED
AUG 24 1939
FOR.FIL

FILE

AUGUST 23, 1939

CROSSETT WESTERN COMPANY,
WAUNA, OREGON.

BUREAU OF PUBLIC ROADS WILL NOT ACCEPT WOLMAN SALTS AS ALTERNATE TO CREOSOTE. IMPOSSIBLE THEREFORE TO CHANGE PRESENT PLANS.

R. H. BALDOCK

NOTED
State Highway Engineer

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

AUGUST 23, 1939

W. H. LYNCH,
BUREAU OF PUBLIC ROADS,
PORTLAND, OREGON.

CAN YOU SECURE TELEGRAPHIC APPROVAL PERMITTING US TO ISSUE AN ADDENDUM TO THE PROSPECTIVE BIDDERS ON THE ARCH CAPE TUNNEL JOB PERMITTING THE USE OF THREE TENTHS POUND WOLMAN SALTS TREATMENT AND OR THREE FOURTHS POUND CHROMATED ZINC CHLORIDE TREATMENT AS ALTERNATE TO STANDARD CREOSOTE TREATMENT.

R. H. BALDOCK

FILE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

NOTED
State Highway Engineer

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables

Mackay Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16L

~~51RW 86 DL~~

WAUNA ORE 355P AUG 22 1939

R H BALDOCK

STATE HIGHWAY ENGINEER OREGON STATE HIGHWAY COM SALEM ORE

REFERRING OUR WIRE 21ST ARCH CAPE TUNNEL SANFRANCISCO OFFICE BUREAU ROADS APPROVED TODAY ADMISSION WOLMAN SALTS YOUR SPECIFICATIONS THIS JOB PROVIDING YOU ALSO ADMIT CHROMATED ZINC CHLORIDE AND OR ZINC META ARSENITE AND PROVIDING PORTLAND OFFICE BUREAU ROADS ALSO APPROVES. PORTLAND OFFICE BUREAU ROADS ADVISES US TODAY THEY WILL GIVE MATTER FULL CONSIDERATION ON RECEIPT YOUR FORMAL APPLICATION FOR ADMISSION WOLMAN SALTS AND ONE OR MORE ZINC PRESERVATIVES. PLEASE MAKE SUCH APPLICATION BY TELEGRAM TOMORROW MORNING ADVISING RESULTS. QUICK ACTION NEEDED ACCOUNT BID OPENING SEPTEMBER FIRST.

CROSSETT WESTERN CO

433P

NOTED
State Highway Engineer

FORM 16 5M 4-37

POSTAL TELEGRAPH-CABLE COMPANY

CONFIRMATION OF TELEGRAM

RECEIVED
AUG 23 1939
96 Rd. D/L
STATE HIGHWAY COMMISSION

Wauna, Oregon, 5.15 P.M. August 22, 1939

R. H. Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Referring our wire 21st Arch Cape Tunnel San Francisco office Bureau Roads approved today admission Wolman Salts your specifications this job providing you also admit chromated zinc chloride and or zinc meta arsenite and providing Portland office Bureau Roads also approves. Portland office Bureau Roads advises us today they will give matter full consideration on receipt your formal application for admission Wolman Salts and one or more zinc preservatives. Please make such application by telegram tomorrow morning advising results. Quick action needed account bid opening September first.

CROSSETT WESTERN COMPANY

TEM:C

cc - Chicago (Air Mail)
S.F. do
[illegible]
[illegible]
Portland, Ore.

NOTED
State Highway Engineer

FROM **CROSSETT WESTERN COMPANY, WAUNA, OREGON**
MANUFACTURERS OF DOUGLAS FIR - WESTERN HEMLOCK
FOR BETTER SERVICE USE POSTAL TELEGRAPH—DIRECT CONNECTION IN OUR OFFICES

HEAD CONSTRUCTION AT TONGUE-POINT NAVAL AIR BASE WITH WOLMAN SALTS FULL

ALTERNATE TO CREOSOTE.

CROSSETT WESTERN CO

12:37PM

REFERRED TO
RHB
By Asst. State Highway Engineer

Would like to discuss with you

RECEIVED AT

373 STATE STREET
PHONE
SALEM

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables — TELEGRAMS CABLEGRAMS RADIOGRAMS — All America Cables

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16L

~~R 37 JA~~ 130 D L

WAUNA ORE 11:55 AM AUG 21 1939

R H BALDOCK
67
STATE HIGHWAY ENGINEER
OREGON STATE HIGHWAY COMMISSION
SALEM ORE

REFERRING YOUR INVITATION FOR BIDS OPENING SEPTEMBER 1ST ON ENLARGEMENT 588 LINEAL FEET ARCH CAPE TUNNEL IN WHICH APPROXIMATELY 180 THOUSAND FEET WOLMANIZED FIR TIMBERS INSTALLED 1937 PLEASE ASSIST US IN INDUCING BUREAU PUBLIC ROADS PERMIT WOLMAN SALTS ALTERNATE TO CREOSOTE. BELIEVE BUREAU WILL CONSENT PROVIDING CHROMATED ZINC CHLORIDE COULD ALSO BE INCLUDED AS ALTERNATE TO WHICH WE HAVE NO OBJECTION. BUREAU OFFICE AT SANFRANCISCO HAS ALREADY APPROVED WOLMAN SALTS ALTERNATE TO CREOSOTE ON EXTENSIVE HAWAIIAN BRIDGE PROGRAM. PRACTICALLY ALL OTHER FEDERAL DEPARTMENTS NOW ADMIT WOLMAN SALTS ON FULL PARITY WITH CROSOTE AS WITNESS LARGE VOLUME ORDERS HANDLED RECENT' MONTHS ON PROJECTS FOR NAVY COAST GUARD PWA AND ENGINEERS. INVITATION NOW OUT ON EXTENSIVE PIER AND BULKHEAD CONSTRUCTION AT TONGUE-POINT NAVAL AIR BASE WITH WOLMAN SALTS FULL ALTERNATE TO CREOSOTE.

CROSSETT WESTERN CO

12:37PM

REFERRED TO RHB.
By Asst. State Highway Engineer

Would like to discuss with you

FORM 16 5M 4-37

POSTAL ELEGRAPH-CABLE OMPANY

AUG 22 1939
STATE [illegible]

REFERRED TO Mr Baldock
By Asst. State Highway Engineer

CONFIRMATION
OF
TELEGRAM

130 Pd DL
11:55AM

Wauna, Oregon August 21st, 1939

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Referring your invitation for bids opening September 1st on enlargement 588 lineal feet Arch Cape Tunnel in which approximately 180 thousand feet WOLMANIZED Fir timbers installed 1937 Please assist us in inducing Bureau Public Roads permit WOLMAN SALTS alternate to creosote. Believe Bureau will consent providing chromated zinc chloride could also be included as alternate to which we have no objection. Bureau office at SanFrancisco has already approved WOLMAN SALTS alternate to creosote on extensive Hawaiian bridge program. Practically all other Federal departments now admit WOLMAN SALTS on full parity with creosote as witness large volume orders handled recent months on projects for Navy Coast Guard PWA and Engineers. Invitation now out on extensive pier and bulkhead construction at Tonguepoint Naval Air Base with WOLMAN SALTS full alternate to creosote

WSM:RT

CROSSETT WESTERN COMPANY

cc Chgo.
SF
Wn.
deP.

FROM CROSSETT WESTERN COMPANY, WAUNA, OREGON
MANUFACTURERS OF DOUGLAS FIR - WESTERN HEMLOCK
FOR BETTER SERVICE USE POSTAL TELEGRAPH—DIRECT CONNECTION IN OUR OFFICES

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 19 1939
STATE HIGHWAY COMMISSION

August 17, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 180-E (2), the Arch Cape Tunnel Section of the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

The description of item No. 1 of the estimate should be changed to read, "Removal of Temporary Lining and Other Lumber" on the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 16, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement for the Arch Cape Tunnel Section, Project No. 180-E (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 180-E (2)

ARCH CAPE TUNNEL SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

$ 53,988.00

Salem, Oregon, August 15, 1939

All Required		Clearing and Grubbing	$ - -	$ 100.00
All Required		Excavation	- -	2,000.00
60	lin. ft.	4" Sewer Pipe	.50	30.00
3	lin. ft.	6" Sewer Pipe	.60	1.80
2,500	lin. ft.	8" Concrete Pipe	.80	2,000.00
66	only	Special Sections of 8" Concrete Pipe	2.00	132.00
34	only	Catch Inlets	7.00	238.00
150	cu. yds.	1½" - 0" Gravel Filling Material	2.00	300.00
70	cu. yds.	3/4" - ¼" Rock Backfill Material	2.00	140.00
2,500	lin. ft.	Concrete Curb and Gutter	1.50	3,750.00
800	sq. yds.	Concrete Sidewalks	1.50	1,200.00
200	cu. yds.	1½" - 0" Material in Leveling Course	2.00	400.00
200	cu. yds.	3/4" - 0" Material in Cushion Course	2.00	400.00
3,100	sq. yds.	Portland Cement Concrete Pavement	2.00	6,200.00
260	lin. ft.	3/4" Expansion Joints	.15	39.00
2,600	lin. ft.	½" Expansion Joints	.10	260.00
1,700	lin. ft.	Contraction Joints	.04	68.00
260	only	Dowels	.15	39.00
3,300	lbs.	Tie Bars and Reinforcement	.06	198.00
65	cu. yds.	Class "A" Concrete	25.00	1,625.00
90	M-FBM	Cedar Blocking	70.00	6,300.00
5	cords	Placing Salvaged Cordwood Packing	2.00	10.00
275	cords	Cordwood Packing in Place	6.00	1,650.00
15,000	only	Port Orford Cedar Wedges in Place	.05	750.00
250	M-FBM	Lumber in Tunnel Lining, Creosote-Petroleum Treated	85.00	(Alternate)
250	M-FBM	Lumber in Tunnel Lining, Wolman Salts Treated	85.00	21,250.00
		Subtotal		$ 49,080.00
		10% Engr. & Cont.		4,908.00
		Total		$ 53,988.00

250 M-FBM Lumber in Tunnel Lining, Zinc Chloride -
Sodium Dichromate Treatment $85.00 (Alternate)

Length	0.232 mile
Cost per mile	$ 232,706.89

Federal Aid Funds- -	$ 32,400.00
State Funds- -	21,588.00
	$ 53,988.00

[illegible]

[illegible]

[illegible] for [illegible]

[illegible]
State Highway Engineer

By

[illegible]
District Engineer

August [illegible]

ARCH CAPE TUNNEL SECTION

PROJECT NO. 180-E (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

August 15, 1939

CONTRACT# [redacted] 2215

187-A-3 Buchanan-Juntura Sec., Central 1939
Oregon Hwy.

2215

RECEIVED
JUL 23 1941
FOR FILING

187-H-1

July 22, 1941

Mr. W. M. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 21, 1941, we are enclosing herewith one additional copy of final voucher for the Bigger Flat-Stinkingwater Mountain Section, Project No. FA 187-A (1).(?)

[illegible] 187-H-1 [illegible]

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/KR

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 21, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith a copy of Progress Voucher No. 1 for Oregon FAP 187-H (1), Nigger Flat-Stinkingwater Mountain Section of the Central Oregon Highway, which was apparently substituted for one of the copies of the final voucher for the same project.

Will you please send us one memorandum copy of the final voucher for the project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

6

FORM 5-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 3 1941
FOR FILING

189-D-2

Eugene, Oregon
April 30, 1941

Mr. W. H. Lynch, District Engineer
Public Roads Administration
P.O. Box 3900
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Work was completed Wednesday, April 30th, Roadside Improvement, Cottage Grove Section, Pacific Highway, Contract No. 2306, F.A. 189-D (2).

Very truly yours,

E. E. Umphlette
Resident Engineer

EEU:
cc/R. H. Baldock
H. G. Smith
S. H. Probert
K. D. Lytle
Geo. Otten

RECEIVED
JAN 18 1941
FOR FILING

187-A-3

January 16, 1941

Fletcher Oil Company
Boise, Idaho

Dear Sirs:

This will acknowledge receipt of your letter of January 15th and advising that the bond for A. Milne's Contract No. 2215 for grading, surfacing and oiling the Buchanan-Juntura Section of the Central Oregon Highway was furnished by the United States Fidelity and Guaranty Company through resident agent M. K. Sprott, Bedell Building, Portland.

The work, under this contract, was accepted by the Highway Commission on August 22, 1940.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:cm

FLETCHER OIL COMPANY

REFINERS AND MARKETERS

VELTEX

PETROLEUM PRODUCTS

BOISE, IDAHO

January 15, 1941

RECEIVED

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise us the name of the bonding company that covered the contract of A. Milne, contract No. 2215, for the Buchanan-Juntura section of the Central Oregon Highway?

Thanking you for the information, we are

Very truly yours,

FLETCHER OIL COMPANY

LDE.m

REFERRED TO [illegible]
BY SECRETARY

prepare reply

RECEIVED
JAN 13 1941
FOR FILING

187-A-3

January 13, 1941

U. S. Fidelity & Guaranty Company
M. K. Sprott
Bedell Bldg.
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by Sherman J. Frank, in the amount of $2,261.55, against the A. Milne Construction Company, for high explosives and blasting supplies used in connection with contract No. 2215.

Inasmuch as you are surety for the contractor on this job, we hand you herewith, for your information and such action as is necessary, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - A. Milne
7253 Broadway
Portland, Oregon

NOTED
D. G. DeSart

January 18, 1941

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 11, enclosing three copies of a notice of claim by Sherman J. Frank, in the amount of $2,261.55, against the A. Milne Construction Company, for high explosives and blasting supplies used in connection with contract No. 2215.

We have noted this claim in our records of this job and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

COPY

SHERMAN J. FRANK

DU PONT EXPLOSIVES DISTRIBUTOR

Located ½ mile West of Heights
on Belmont Road

Telephone 5693

Hood River, Oregon Jan 6/41

The Secretary of State,
State of Oregon,
Salem, Oregon.

Notice is hereby given that the undersigned, Sherman J. Frank, has a claim for High Explosives and Blasting Supplies in the sum of ($2.261,55) Two thousand two hundred, sixty-one & 55/100 Dollars against the bond taken from United States Fidelity & Guarnaty Co. for the work of A. Milne Construction Company on State Contract No. 2215, Buchanan, Juntura section Central Oregon Highway.

SHERMAN J. FRANK

By Sherman J. Frank

Endorsed: File No. 2977
Filed January 11, 1941
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
13

January 11, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files, three copies of a notice of claim by [illegible] for $2261.55 against the bond taken from [illegible] Construction Company and U. S. Fidelity & Guaranty Co., for work on Contract No. 2215, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
Encl.

REFERRED TO
W.E. Tart
BY SECRETARY

Regular customary letter
#225

RECEIVED
JAN 15 1941
FOR FILING

187-A-3

January 11, 1941

Mr. Sherman J. Frank,
Hood River, Oregon

Dear Sir:

This is to acknowledge receipt of the carbon copy of your letter of January 6, directed to the Secretary of State, advising of your claim against A. Milne, in the sum of $2,261.55, and covering explosives , et cetera furnished Mr. Milne in connection with his contract with the State Highway Commission for the grading, surfacing and oiling of the Buchanan-Juntura Section of the Central Oregon Highway, in Harney and Malheur Counties.

The bond furnished by the contractor in this instance, for the protection of claims, was written by the United States Fidelity & Guaranty Company for whom H. K. Sprott is the local manager with offices in the Bedell Building, Portland. I would suggest that you bring your claim to the attention of the bonding company.

In accordance with our usual practice, we are today notifying the surety and the contractor of your claim.

Yours very truly,

HBG:MC

Secretary

REFERRED TO DeSart BY SECRETARY

NOTED
D. G. DeSart

January 11, 1941

United States Fidelity &
Guaranty Company
M. K. Sprett,
Bedell Building
Portland, Oregon

Gentlemen:

We are enclosing a copy of a notice forwarded to this office setting forth the claim of Sherman J. Frank of Hood River, Oregon, for explosives and blasting supplies furnished A. Milne in connection with State Highway Contract No. 2215 which covers the Buchanan-Juntura Section of the Central Oregon Highway, in Harney and Malheur Counties. You will note this claim amounts to $2,261.55.

This information is given you as you appear as surety on the bond furnished by Mr. Milne in connection with this contract.

Yours very truly,

Secretary

HBG:MC
encl.

cc - A. Milne
7253 Broadway
Portland, Oregon

SHERMAN J. FRANK

DU PONT EXPLOSIVES DISTRIBUTOR

Located ¼ mile West of Heights
on Belmont Road

Telephone 5693

HOOD RIVER, OREGON

Jan 6/41

The Secretary of State,
State of Oregon,
Salem, Oregon.

Notice is hereby given that the undersigned, Sherman J. Frank, has a claim for High Explosives and Blasting Supplies in the sum of ($2,261.55) Two thousand, two hundred, sixty-one & 55/100 Dollars against the bond taken from United States, Fidelity & Guarant~~ee~~y Co. for the work of A. Milne Construction Company on State Contract No. 2215, Buchanon, Juntura section Central Oregon Highway

SHERMAN J. FRANK

By Sherman J Frank

RECEIVED
NOV 12 1940
FOR FILING

187-A-3

November 9, 1940

Fletcher Oil Company

Boise, Idaho

Gentlemen:

This will acknowledge receipt of your letter of November 6th and advise that Contract No. 2216 with A. Milne for construction of the Buchanan-Juntura Section of the Central Oregon Highway was completed July 12th and accepted by the Commission August [illegible] 1940. Mr. Milne's final warrant was mailed to him on October 19, 1940.

Very truly yours,

Secretary

DGD/GM

FLETCHER OIL COMPANY
REFINERS AND MARKETERS
VELTEX
PETROLEUM PRODUCTS
BOISE, IDAHO

November 6, 1940

State of Oregon
Highway Department
Salem, Oregon

Gentlemen:

Will you please advise us whether the A.Milne Construction Company of 5253 N. E. Broadway, Portland, has received the final estimate on their road construction job near Juntura, Oregon, which was completed last July.

Thanking you for the information, we are

Very truly yours,

FLETCHER OIL COMPANY

LDE.mp

RECEIVED
OCT 3 1940
FOR FILING

187-A-3

October 2, 1940

United States Fidelity & Guaranty Co.
Mr. M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2215, for grading, surfacing and oiling on the Buchanan-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties, has been completed by the contractor, A. Milne, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 12, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $126,194.32, including the final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS

Secretary

Baldock ✓

187-A-3

RECEIVED
OCT 1 6 1940
FOR FILING

Oct[illegible]r 2nd, 1940

NOTED
State Highway Engineer

COST ANALYSIS-FINAL REPORT

Central Oregon Highway, Buchanan-Juntura Section
Contract 2215 Prefix 13-1015
Milne Construction Co., Contractors
E. F. Chidsey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Clearing & Grubbing	$463.50	100%			$500.00
*Trench Excavation	162.47	174.7 cu. yd.	0.93	1.00	174.70
*Common "	2,565.17	11,068.7 " "	0.23	0.25	2,767.18
*Solid Rock "	17,267.62	31,045.7 " "	0.556	0.60	18,627.42
*Overhaul	548.59	29,589.4 yd. sta.	0.02	0.02	591.79
*Truck Haul	566.93	3,057.9 yd. mi.	0.19	0.20	611.58
*Finishing Roadbed & Slopes	734.18	2.64 Miles	278.00	300.00	792.00
*Rounding Cutbanks	189.11	2,040 lin. ft.	0.09	0.10	204.00
*15" Corr. Iron Pipe	58.36	40 " "	1.46	1.50	60.00
*18" " " "	643.04	384 " "	1.67	1.75	672.00
*36" " " "	411.10	96 " "	4.28	4.75	456.00
*Salvaging Culvert Pipe	103.82	112 " "	0.93	1.00	112.00
Class "A" Concrete	385.15	15.01 cu. yd.	25.66	25.00	375.25
Metal Reinforcement	143.44	1,793 lb.	0.08	0.08	143.44
Pit Run Gravel Base	30,876.48	137,849 cu. yd.	0.224	0.20	27,569.80
Hauling Gravel	36,133.70	393,689 yd. mi.	0.09	0.08	31,495.12
Sprinkling	2,607.40	1,859 M-Gal.	1.40	1.25	2,323.75
Preparation of Base	5,875.00	33.43 Miles	176.00	100.00	3,343.00
Screened Min. Agg. in Place	8,699.24	3,622 cu. yd.	2.40	2.00	7,244.00
RC-3 Asphalt in Binder Course	14,429.56	625.72 Tons	23.06	23.00	14,391.56
SC-6 Road Oil in Place	10,899.08	499.96 "	21.80	24.00	12,249.02
*P.A. #1, 24" Corr. Iron Pipe	60.00	24 lin. ft.	2.50	2.50	60.00

Buchanan-Juntura Section Cost Analysis.

Item		Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
P.A. #2,	Mineral Aggregate in Stockpile	$388.45	517.93 cu. yd.	0.75	0.75	$388.45
	Hauling Min. Agg.	451.17	4,511.7 yd. mi.	0.10	0.10	451.17
P.A. #3,	SC-6 Road Oil in Drums	327.40	16.37 Tons	20.00	20.00	327.40
	Screen Rejections	163.42	653.7 cu. yd.	0.25	0.25	163.42
	Haul Screen Rejec.	13.07	130.7 yd. mi.	0.10	0.10	13.07
		$135,166.45				$126,107.12

Total Cost	$135,166.45
Gross Revenue	126,107.12
Net Loss	$9,059.33

Net Loss Equals 7.2% of Gross Revenue

* Sublet to Ira D. Stokes

Buchanan-Juntura Section

Detail of Cost

Labor:

Supervision	$2,334.66	
Labor	33,504.44	
State Industrial Accident Insurance	1,881.56	
Social Security & Unemployment Insurance	1,433.56	
		$39,154.22

Materials:

15" Corr. Iron Pipe	40	lin. ft. at	$0.90	$36.00	
15" " " " Bands	3	each	" 1.12	3.36	
18" " " "	384	lin. ft.	" 1.06	407.04	
18" " " " "	25	each	" 1.64	41.00	
36" " " "	96	lin. ft.	" 3.27	313.92	
36" " " " "	2	each	" 3.23	6.46	
24" " " "	24	lin. ft.	" 1.96	47.04	
24" " " " "	1	each	" 2.18	2.18	
RC-3 Asphalt	625.72	Tons	(Includes Frt.)	12,201.75	
SC-6 Road Oil	516.83	"	(Includes Frt.)	9,080.80	
Metal Reinforcing	1,793	lbs. at	0.055	98.46	
					22,238.01

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs	$21,075.00	
Rented Equipment	4,866.44	
Hired Trucks	1,534.55	
Gas, Oil and Grease	15,070.22	
Small Tools, Supplies & Misc.	3,368.17	
Overhead Expense	1,152.83	
Freight & Cartage	682.00	
Bond 1% of Gross Revenue	1,261.07	
Home Office 2% of Gross Revenue	2,522.14	
		51,532.42

Sub-Contract – I. D. Stokes:

Clearing and Grubbing				$450.00	
Trench Excavation	174.7	cu. yd. at	$0.90	157.23	
Common "	11,068.7	" " "	0.225	2,490.46	
Solid Rock "	31,045.7	" " "	0.54	16,764.68	
Overhaul	29,589.4	yd. sta."	0.018	532.61	
Truck Haul	3,057.9	yd. mi. "	0.18	550.42	
Finish Roadbed & Slopes	2.64	Miles at	270.00	712.80	
Rounding Cutbanks	2,040	lin. ft. at	0.09	183.60	
15" Corr. Iron Pipe	40	" " "	0.45	18.00	
18" " " "	384	" " "	0.0475	182.40	
36" " " "	96	" " "	0.90	86.40	
24" " " "	24	" " "	0.50	12.00	
Salvaging Culvert Pipe	112	" " "	0.90	100.80	
					22,241.80
					$135,166.45

Buchanan-Juntura Section

REMARKS:

This contract consisted of the grading of 2.64 miles of highway roadbed, the construction of 33.43 miles of gravel base and the application of 33.43 miles of oil mat surface treatment. It was bid and awarded on September 1st, 1939; work was started September 15th and continued until December 16th, when winter weather forced a shutdown of 3 months. Work was resumed April 1st, and the contract was finished July 12th, 1940.

The grading work was sublet to Ira D. Stokes of Boise, Idaho.

On December 16th, when surfacing operations were discontinued for the duration of the winter months, the contractor had laid 110,118 cu. yds. of gravel base. On May 16th work on the gravel base was again resumed and was finished on June 10th.

Five gravel deposits were used. Each one required stripping of from 2 to 6 feet, and the depth of gravel averaged about six feet.

For loading the gravel the contractor used a 1-3/8 cu. yd. shovel, and while operating averaged about 120 cu. yds. per hour.

The bid of $0.20 per cu. yd. on the gravel was quite low considering that the cost of stripping amounted to about 4 cents, and the street cost averaged approximately 11 cents per cu. yd. of base laid on road.

Due to location of pits the loaded trucks were forced to pull against steep adverse grades, and consequently the contractor's bid of $0.08 per yd. mi. on an average haul of 2.86 miles was a trifle low, especially for winter operation.

The screening plant was erected at Deposit No. 3, which was located 0.4 mile south of highway at M.P. 175.29. Setting up of plant was commenced on April 8th, but screening operations were not started until April 24th. The plant averaged about 40 cu. yds. per hour while operating in dry material. Due to wet weather the pit became so moistened that considerable difficulty was encountered in keeping the screens from plugging, thereby causing intermittent operations. An RD-7 cat equipped with a dozer pushed material to the plant. Due to expense of setting up the contractor deemed it economical to screen all of the aggregate from one set-up. The haul on the screened aggregate averaged about 9 miles.

The preparation of base proved quite costly, as the surfacing material was difficult to smooth up due primarily to some large pieces.

On June 12th work was started on the RC-3 prime coat and was completed on June 22nd, averaging about 4 miles per day. For covering windrowed gravel was used. Some patching was necessary before the 0-30 was started. This was begun on June 25th and finished July 2nd. An average of about 3 miles per day was maintained.

The supervision was good, but the contract was bid too low.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
SEP 12 1940
FOR FILING

187-A-3

September 11, 1940

UNION OIL COMPANY
Yeon Building
Portland, Oregon

Attention D. E. Nichols

Gentlemen:

This acknowledges receipt of your letter of September 9 and advises that the work under A. Milne's contract No. 2215 was completed on July 12, 1940, and accepted by the Highway Commission on August 23, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

Union Oil Company of California

YEON BUILDING

PORTLAND, OREGON

RECEIVED
SEP 11 1940
OREGON
STATE HIGHWAY COMMISSION

September 9, 1940

Oregon State Highway Commission
Salem
Oregon

Mr. H. B. Glaisyer, Secretary

Gentlemen:

STATE OF OREGON
Contract #2215
A. Milne, Contractor

We very much appreciated your letter of August 12. We hope that you are now in a position to tell us the completion date of this contract and when the final payment will be made to Mr. Milne.

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: W S Newton Jr

WSN:EAC

Comp. O.K. 7-12-40
accepted 8-23-40

FORM 401 P 4-40 3M

RECEIVED
SEP 11 1940
FOR FILING

187-A-3

September 11, 1940

U. S. FIDELITY & GUARANTY CO.
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. Milne on Contract No. 2215, Buchanan-Juntura Section of the Central Oregon Highway in Harney and Malheur Counties. This payment will be made on or after September 21, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

RECEIVED
AUG 13 1940
FOR FILING

187-A-3

August 12, 1940

Union Oil Company of California
Yeon Building
Portland, Oregon

Attention: D. E. Nichols
District Credit Supervisor

Gentlemen:

Reply is made to your inquiry of July 31 in regard to A. Milne's contract, No. 2215, for grading, surfacing and oiling the Buchanan-Juntura Section of the Central Oregon Highway, in Harney and Malheur Counties.

Our records disclose that Mr. Milne has earned up to July 10 on this job the sum of $124,402.09, and that the Highway Commission has paid to him the sum of $114,949.54. The retained percentage is $9,452.55.

The project is estimated to cost $124,499.94 which indicates that the project is practically completed; however, we do not have definite information available in this office that such is the case. In view thereof I am not in a position to advise you at this time when the final payment will be made to Mr. Milne.

Very truly yours,

Secretary

HBG:MC
am

#2215 - A MILNE Harney & Malheur

No knowledge that it has been completed.

Amount earned 7/10	124,402.09
" paid	114,949.54
" retained	9,452.55

Est. cost of job	124,499.94
Value of work done	124,402.09
Bal. to complete	97.85

Specified 7/31

completed 7/12

D.S.P.

Oil Company of California

YEON BUILDING
PORTLAND, OREGON

RECEIVED
1 - 1940
STATE [illegible]

July 31, 1940

way Commission

State of Oregon
Contract #2215
A. Milne, Contractor

We understand this job has been completed. Will you please let us have the date of acceptance? Also, will you let us know the amount of money still due the contractor, and approximately when it will be paid.

If final settlement already has been made, please let us know when it took place. Thank you.

Yours very truly

District Credit Supervisor

DEN:J

ANSWERED
H. B. GLAISYER

FORM 401 P 12-39 13M

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

RECEIVED
1 - 1940
STATE HIGHWAY COMMISSION

July 31, 1940

Oregon State Highway Commission
Salem, Oregon

State of Oregon
Contract #2215
A. Milne, Contractor

Gentlemen:

We understand this job has been completed. Will you please let us have the date of acceptance? Also, will you let us know the amount of money still due the contractor, and approximately when it will be paid.

If final settlement already has been made, please let us know when it took place. Thank you.

Yours very truly

District Credit Supervisor

DEN:J

ANSWERED
H. B. GLAISYER

FORM 401 P 12-39 12M

RECEIVED
AUG 4 1940
FOR FILING

187-I-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 187-I (1), Drinkwater Pass Section of the Central Oregon Highway ________________, was made by a representative of this office on July 25, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Ron

RECEIVED
[illegible]G [illegible] 1940
FOR FILING

WORK AGENCY
ADMINISTRATION

187-G-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 187-G (1), Nigger Flat Section of the Central Oregon Highway ________, was made by a representative of this office on July 25, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jron

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AUG [illegible] 1940
FOR FILING

187-H-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 187-H (1), Nigger Flat-Stinkingwater Mt. Section, Central Oregon Highway ____________________, was made by a representative of this office on July 25, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jon

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AUG 14 1940
FOR FILING

187-F-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 187-F (1), Buchanan-Nigger Flat Section, Central Oregon Highway ____________________, was made by a representative of this office on July 25, 1941. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jon

RECEIVED
AUG 14 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

187-D-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 187-D (2), Chimney Creek-Juntura Section of the Central Oregon Highway ________, was made by a representative of this office on July 25, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jon

187-C-2

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FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

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10

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 187-C (2), Stinkingwater Mt. Section of the Central Oregon Highway ______, was made by a representative of this office on July 25, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Fron

RECEIVED
AUG 14 1940
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

6:6

187-B-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of __Oregon FAP 187-B (2), Stinkingwater Mt.-Drinkwater Pass Section of Central Oregon Highway________, was made by a representative of this office on ____July 25, 1940____.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis

T. M. Davis
Sr. Highway Engineer

Ton

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187-A-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 187-A (3), Drinkwater Pass-Chimney Creek Section, Central Oregon Highway ______, was made by a representative of this office on July 25, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Jon

Form E-1—[illegible]

187-G-3

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

No. 44

I .

For Week Ending July 13, 1940

Section Buchanan - Juntura

Kind of work Grading surfacing and oiling

Highway Central Oregon

Section prefix 13-1015

Contractor A. Milne

Contract number 2215

Date of contract Sept. 1, 1939

Date of completion July 31, 1940

Date work started Sept, 15, 1939

Estimated date of completion July 12, 1940

Amount of contract $126,034.00

Per cent of time elapsed 94.91 %

Estimated cost of completed project, exclusive of engineering $125,500.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $7800.33, 6.19 %

Date project was completed July 6 12, 1940, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished work on this project on the 12th. of July. Friday of this week.

Owing to other work requiring the time of myself and party the final estimate will be held up for a few days.

NOTED
RAY WEBBER

RECEIVED
JUL [illegible] 1940

Signed

Address Juntura Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.64	33.51		33.51	
Miles partially completed					
Miles completed	2.64	33.51		33.51	
Total estimated quantities	42,000	142,000		4,100	
Estimated quantities moved or placed to date	52,150	138,000		3,650	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				6	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Weather hot and clear all week. No lost time		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUN 5 1940
FOR FILING

187-A-3

June 4, 1940

Collins Concrete and Steel Pipe Co.,
3841 No. Columbia Boulevard
Portland, Oregon

Attention: Mr. R. A. Collins,
Vice President

Gentlemen:

Reply is made to your letter of June 1 in regard to A. Milne's contract for grading, surfacing, and oiling the Buchanan-Juntura Section of the Central Oregon Highway, in Harney and Malheur Counties.

We have not yet made final payment to the contractor in connection with this job. According to the latest available information the job was approximately 61% complete as of May 10, 1940. The specified date of completion is July 31, 1940.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

Contract No. 2215 Harney & [illegible]heur County
Specified Completion date 7/31/40
Amount of Contract 126.034.00

Amount earned to 5/10/40 --	76.749.22
Retained	9.452.55
Paid (incl.3,400.00 in transit)	67,196.67

[illegible]

#2215 Harney Malheur

J. J. COLLINS, PRESIDENT
UNIVERSITY 0608

el Pipe Co.

WE SPECIALIZE IN GALVANIZING

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
AIR CONDITIONING
(OIL BURNING) FURNACES

Oregon State Board of Control,

Salem, Oregon.

ATTENTION: MR. GLAZIER, Secretary

Dear Sir:

Will you kindly let us have by return mail the following information:

Whether or not A. Milne & Company has received all the money due and coming to them on the Buchanan - Juntura Section project, and if so, what date was this project accepted as completed by the Highway Department.

Very truly yours,

COLLINS CONCRETE AND STEEL PIPE CO.,

By RACollins L
Vice President.

RAC:L

ANSWERED
H. B. GLAISYER

REFERRED TO [illegible]
BY SECRETARY

Get me information for reply
HBG

MEMBER ASSOCIATED GENERAL CONTRACTORS

#2215 Harney Malheur

"PERMANENT AS THE PYRAMIDS"
Pyramid CONCRETE PRODUCTS

J. J. COLLINS, PRESIDENT
UNIVERSITY 0605

Collins Concrete and Steel Pipe Co.
3841 N. COLUMBIA BOULEVARD
PORTLAND, OREGON

CONCRETE SEWER,
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

WE SPECIALIZE IN GALVANIZING
CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
AIR CONDITIONING
(OIL BURNING) FURNACES

June 1, 1940

Oregon State Board of Control,

Salem, Oregon.

ATTENTION: MR. GLAZIER, Secretary

Dear Sir:

Will you kindly let us have by return mail the following information:

Whether or not A. Milne & Company has received all the money due and coming to them on the Buchanan - Juntura Section project, and if so, what date was this project accepted as completed by the Highway Department.

Very truly yours,

COLLINS CONCRETE AND STEEL PIPE CO.,

By R A Collins
Vice President.

RAC:L

ANSWERED
H. B. GLAISYER

REFERRED TO [illegible]
BY SECRETARY

Get me information for reply
HBG

VED
MAY 2 194

187-A-3

May 24, 1940

Mr. I. D. Stokes
Route #4
Boise, Idaho

Dear Sir:

In reply to your letter of May 21, you are advised that the State's policy regarding contract payments is to retain a certain percentage of the estimated value of the work in place until the entire project is completed and final check of the quantities has been made.

It is not the State's policy to accept portions of the work until the contract is completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

Boise Idaho
5/21 — 40

RECEIVED
MAY 23

Oregon State Highway Comm.
Gentlemen

I sub. contracted a job of grading off. A. Milne Construction Co. Portland Ore. of the Juntura Buchanan Highway grading graveling & oiling job. as my part of the work was completed in March.. I want to inquire if it is Costommany for the State to Keep the 15% Retaind %. until the hole job. is Completed? or. if my 15% will be refunded upon the Engeneers approval of my part of the work thanking you.

Very truly yours.
I. C. Stokes.
Route #4
Boise
Ida.

#2215

RECEIVED
MAY 13 1940

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

187-A-3

May 11, 1940

Oregon State Highway Commission
Salem, Oregon

Re: #58609-12-624-39 - A. Milne - Performance Bond

Gentlemen:

On September 12, 1939 we executed a performance bond for A. Milne for grading 2.64 miles and surfacing and oiling 33.43 miles in Buchanan-Juntura Section of the Central Oregon Highway in Malheur and Harney Counties.

We enclose our progress report form and ask that you please give it your immediate attention.

Thanking you for your kindness.

Yours very truly,

Raymond C.
Surety Superintendent

mn
enc.

E - $73,249.22
P - $ 9,452.55
Pd - 163,796.67

RH Baldock ✓

187-H-3

February 1st, 1940

Cost Analysis to January 10th, 1940
Buchanan-Juntura Section, Central Oregon Highway
Contract 2215 Prefix 13-1015
A. Milne, Contractor
E. F. Chidsey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Clearing & Grubbing	$463.50	100%			$500.00
*Trench Excavation	41.72	45 cu. yd.	0.93	1.00	45.00
*Common "	2,665.12	11,500 cu. yd.	0.23	0.25	2,875.00
*Solid "	6,820.68	12,263 " "	0.556	0.60	7,357.80
*Overhaul	291.82	15,740 yd. sta.	0.02	0.02	314.80
*Truck Haul	230.45	1,243 yd. mi.	0.19	0.20	248.60
*Finishing Roadbed & Slopes	278.10	1 mile	278.00	300.00	300.00
*Rounding Cutbanks	92.70	1,000 lin. ft.	0.09	0.10	100.00
*15" Corr. Iron Pipe	43.42	30 " "	1.45	1.50	45.00
*18" " " "	397.29	238 " "	1.67	1.75	416.50
*36" " " "	411.10	96 " "	4.28	4.75	456.00
*Salvage Culvert Pipe	100.11	108 " "	0.93	1.00	108.00
Class "A" Concrete	385.15	14 cu. yd.	27.50	25.00	350.00
Metal Reinforcement	136.00	1,700 lb.	0.08	0.08	136.00
Pit-run Gravel Base	22,574.00	110,118 cu. yd.	0.207	0.20	22,023.60
Hauling Gravel	27,170.05	302,729 yd. mi.	0.09	0.08	24,218.32
Sprinkling	668.56	500 M-Gal.	1.34	1.25	625.00
	$62,769.77				$60,119.62

* Sublet to Ira D. Stokes

Total Cost	$62,769.77
Gross Revenue	60,119.62
Net Loss	$2,650.15

Net Loss Equals 4.4% of the Gross Revenue

Detail of Cost

Labor:

Supervision	$1,215.00	
Labor	17,532.10	
State Industrial Accident Insurance	960.44	
Social Security & Unemployment Insurance	749.88	
		$20,457.42

Materials:

15" Corr. Iron Pipe	30	lin. ft. at	$0.90	$27.00	
15" " " " Bands	2	each "	1.12	2.24	
18" " " "	238	lin. ft. "	1.06	252.28	
18" " " " "	13	each "	1.64	21.32	
36" " " "	96	lin. ft. "	3.27	313.92	
36" " " " "	2	each "	3.23	6.46	
Reinforcing Steel	1,686	lbs. "	0.058	98.46	
					721.68

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$14,226.00	
Hired Equipment	2,094.73	
Gas, Oil and Grease	8,456.45	
Moving In	2,229.33	
Small Tools, Supplies & Misc.	1,750.00	
Misc. & General Overhead	749.78	
Bond	601.20	
Home Office	601.20	
		30,708.69

Sub-Contract - Ira D. Stokes:

Clearing and Grubbing				$450.00	
Trench Excavation	45	cu. yd. at	$0.90	40.50	
Common "	11,500	" " "	0.225	2,587.50	
Solid "	12,263	" " "	0.54	6,622.02	
Overhaul	15,740	yd. sta."	0.018	283.32	
Truck Haul	1,243	yd.mi. "	0.180	223.74	
Finishing Roadbed & Slopes	1	mile at	270.00	270.00	
Rounding Cutbanks	1,000	lin. ft. at	0.09	90.00	
15" Corr. Iron Pipe	30	" " "	0.45	13.50	
18" " " "	238	" " "	0.475	117.80	
36" " " "	96	" " "	0.90	86.40	
Salvaging Culvert Pipe	108	" " "	0.90	97.20	
					10,881.98
					$62,769.77

Buchanan-Juntura Section

REMARKS:

This contract consisted of the grading of 2.64 miles of highway roadbed, the construction of 33.43 miles of gravel base and the application of 33.43 miles of oil mat surface treatment. It was bid and awarded on September 1st, 1939; work was started September 15th, and up to January 10th, 1940 was about 48% complete.

The grading of the 2.64 mile section at the west end of the project has been sublet to Ira D. Stokes of Boise, Idaho. To date approximately 50% of this phase of the work is completed.

On December 16th, when surfacing operations were discontinued for the duration of the winter months, the contractor had laid 110,118 cu. yd. of gravel base, with about 30,000 cu. yd. yet to be placed. This quantity had been procured from four pits. The first pit (shown as Deposit #1 in proposal) opened was located adjacent to highway at M.P. 186.53. It contained good digging material of about 10-foot depth. Considerable oversize was scattered throughout the pit and made it necessary to use an extra pit man to pick [illegible] large rocks out of trucks. An average of about 2 feet of stripping was required.

The second pit (Deposit #4) required the construction of a mile of haul road from highway at M.P. 183.95. The depth of material ranged from ½ to 25 feet. With the exception of some chalk seams, the gravel was of good quality, but was quite difficult to dig. No stripping was necessary.

The third pit (Deposit #3) required the building of 0.4 mile of haul road from M.P. 175.29. Two to six feet of overburden overlay an average six foot depth of gravel, which dug fairly easy. No oversize encountered.

The fourth pit (Deposit #2) was located on the northerly side of and adjacent to highway at M.P. 167.49. It consisted of fine material from 5 to 6 feet and was overlain with 2 to 4 feet of overburden.

The contractor used a 1-3/8 cu. yd. shovel to load the gravel, and while operating an average of about 120 cu. yds. per hour was maintained. This low average was due to shortage of trucks on long hauls. The bid of $0.20 per cu. yd. on the gravel was quite low considering that the cost of stripping amounted to about 3½ cents and the street cost averaged close to 10 cents per cu. yd. of base laid on road.

Due to location of pits, the haul on this job was mostly on steep adverse grades, and consequently the contractor's bid of $0.08 per yd. mi. on an average haul of 2.54 miles was a trifle low for winter operation.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FA 187-I-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 187-I (1)
Drinkwater Pass Section
Central Oregon Hwy.

January 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

wa4pr-3432

UNITI

Form P. R. 2

State Oregon

Federal Aid Project No. 187-I (1)

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of December, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1938, a project statement, which was approved by the Secretary on the 8th day of December, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section I (1) of said project which were recommended for approval by the United States District Engineer on the 14th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one thousand, eight hundred eighty and 00/100 dollars ($1,880.00) as the share of the United States payable under said act on account of Section I (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **Chap. 175, laws 1917; Chap. 31, laws 1920.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 402+30 in the N.E. 1/4, Sec. 33, T. 20 S., R. 36 E., W.M., the east end of Section B (2) of said project, and survey station 467+00 in the S.E. 1/4, Sec. 34, T. 20 S., R. 36 E., W.M., the west end of Section A (3) of said project.**

, length **0.998 of a** mile~~s~~ in **Harney** County, being Section **I (1)** of **Oregon Federal Aid** project No. **187**, consisting of **0.998 of a** mile~~s~~ of roadway and **no** bridges, ~~[illegible]~~ of more than 20 feet clear span.

~~[illegible]~~

8—5818

UNITI

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section I (1) of said project shall not in any event exceed the sum of one thousand, eight hundred eighty and 00/100 dollars ($1,880.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three thousand, one hundred nineteen and 60/100 dollars ($3,119.60), the approved total estimated cost of Section I (1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

UNITI

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of DEC 28 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By W J O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 187-I(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $3,119.60 as the total estimated cost of said project, and the sum of $1,880.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of DEC 28 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~Secretary of Agriculture~~

By ______
~~[illegible] of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

FA 187-G-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 187-G (1)
Nigger Flat Section
Central Oregon Hwy.

January 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Wa4pr-3415

Form P. R. 2

State Oregon

Federal Aid Project No. 137-G(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of December, 1939

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1932, a project statement, which was approved by the Secretary on the 8th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section G(1) of said project which were recommended for approval by the United States District Engineer on the 15th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of One thousand, two hundred ninety and 00/100 dollars ($1,290.00) as the share of the United States payable under said act on account of Section G(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—3616

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 61+55, on the west line of the SE 1/4 of Sec. 7, T. 22 S., R. 34 E., the easterly end of Section F(1) of said project, and survey station 92+65 in the NE 1/4 of Sec. 7, T. 22 S., R. 34 E., W.M., the westerly end of Section H (1) of said project,

, length 0.592 of a mile~~s~~, in Harney County, being Section G(1) of Oregon Federal Aid project No. 137, consisting of 0.592 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 6(1) of said project shall not in any event exceed the sum of One thousand, two hundred ninety and 00/100 dollars ($1,290.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Two thousand, one hundred forty-two and 25/100 dollars ($2,142.25), the approved total estimated cost of Section 6(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of DEC 28 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
[illegible]

By W J O'Leary
[illegible]

U. S. GOVERNMENT PRINTING OFFICE 8—5518

Acting Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid ~~P~~roject No. 187-G(1); State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 2,142.25 as the total estimated cost of said project, and the sum of $ 1,290.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of DEC 28 1939 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By W J O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of [illegible]

FA 187-H-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE NO.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 124
Ore. FAP 187-H (1)
Nigger Flat-Stinkingwater
Mt. Section
Central Oregon Hwy.

January 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

Wa4pr-3432

Form P. R. 2

Federal Aid

State Oregon

Project No. 187-H(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of December, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1938, a project statement, which was approved by the Secretary on the 9th day of December, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section H (1) of said project which were recommended for approval by the United States District Engineer on the 15th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, three hundred and 00/100 dollars ($8,300.00) as the share of the United States payable under said act on account of Section H (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 173, Laws 1917; Chap. 31, Laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 92+65 in the N.E. 1/4 of Sec. 7, T. 22 S.,
R. 34 E., W.M., the easterly end of Section G (1) of said project,
and survey station 273+60 in the N.E. 1/4 of Sec. 34, T. 21 S.,
R. 34 E., W.M., the westerly end of Section G (2) of said project

, length 3.427 miles, in Harney County, being Section H (1) of Oregon Federal Aid project No. 187, consisting of 3.427 miles of roadway and no bridges, of more than 20 feet clear span.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5513

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E (1) of said project shall not in any event exceed the sum of eight thousand, three hundred and 00/100 dollars ($8,300.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirteen thousand, eight hundred twenty-two and 60/100 dollars ($13,822.60), the approved total estimated cost of Section E (1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of DEC 28 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By H J O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 2—5516

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 187-H, (1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 13,822.60 as the total estimated cost of said project, and the sum of $ 8,300.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of DEC 28 1939

one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR
~~Secretary of Agriculture~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 8—4680

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

FA 187-D-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Ore. FAP 187-D (2)
Chimney Cr.-Juntura Sec.
Central Oregon Hwy.

January 22, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

Wayne-3374

Form P. R. 2

State Oregon

Federal Aid Project No. 187-D(2)

PROJECT AGREEMENT

Memorandum of Agreement made this 8th day of December, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1938, a project statement, which was approved by the Secretary on the 8th day of December, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D(2) of said project which were recommended for approval by the United States District Engineer on the 15th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of Seven thousand, seven hundred sixty and 00/100 dollars ($7,760.00) as the share of the United States payable under said act on account of Section D(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 173, Laws 1917 and Chap. 31, Laws of 1920.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 205+00 in the NW 1/4 Sec. 10, T. 21 S., R. 37 E., W.M., the east end of Section A(3) of said project, and survey station 482+94.8 at the west corporate limits of Juntura in the SW 1/4 Sec. 17, T. 21 S., R. 38 E., W.M., excepting therefrom those portions between survey stations 290+22 and 290+44 and survey stations 300+25 and 301+00, length 5.250 miles, in Malheur County, being Section D(2) of Oregon Federal Aid project No. 187, consisting of 5.250 miles of roadway and no bridges, [illegible] of more than 20 feet clear span,

o[illegible]

F

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(2) of said project shall not in any event exceed the sum of Seven thousand, seven hundred sixty and 00/100 dollars ($7,760.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Twelve thousand, nine hundred thirty-one and 05/100 dollars ($12,931.05), the approved total estimated cost of Section D(2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of DEC 28 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By W J O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 187-D(2), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 12,931.06 as the total estimated cost of said project, and the sum of $ 7,760.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of DEC 28 1939 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4000

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

DIVISION SEAL DISTRICT

FA 187-B-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 187-B (2)
Stinkingwater Mt.-Drinkwater
Pass Section
Central Oregon Highway

January 19, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jcm

wa4pa-3373

Form P. R. 2

Federal Aid

State Oregon

Project No. 187-B(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of December, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of October, 1938, a project statement, which was approved by the Secretary on the 8th day of December, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(2) of said project which were recommended for approval by the United States District Engineer on the 15th day of August, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of Twenty-one thousand, seven hundred thirty and 00/100 dollars ($21,730.00) as the share of the United States payable under said act on account of Section B(2) of said project, which does not exceed the authorized Federal-pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 173, Laws of 1917 and Chap. 31, Laws of 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 475+00 in the NW 1/4 Sec. 13, T. 21 S., R. 34 E., W.M., the easterly end of Section C(2) of said project, and survey station 402+50 in the NE 1/4 Sec. 33, T. 20 S., R. 36 E., W.M., the west end of Section I(1) of said project, excepting therefrom those portions between survey stations 552+50 and 553+75, and survey stations 292+06 and 293+60.

, length 10.403 miles, in Harney County, being Section B(2) of Oregon Federal Aid project No. 187, consisting of 10.403 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(2) of said project shall not in any event exceed the sum of Twenty-one thousand, seven hundred thirty and 00/100 dollars ($21,730.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of Thirty-six thousand, two hundred six and 50/100 dollars ($36,206.50), the approved total estimated cost of Section B(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of DEC 28 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By Huron McCloy
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 187-B(2), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 36,206.50 as the total estimated cost of said project, and the sum of $ 21,730.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of DEC 28 1939
one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By ______

~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4830

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 2172 Ends with: Contract # 2215

FLASH CARDS: Begins every Contract

Remarks: Contract # 2215, continued on Reel # 34

Reel No. 33 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHO MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 15 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden